

Denver West  
Metropolitan  
District

Comment  
#176

Comment  
#176-1

Comment  
#176-2

Nov-15-06 03:33pm From: OTTEN JOHNSON ROBINSON NEFF & RAGONETTI 303 825 6525 T-771 P.003/005 F-621

## Denver West Metropolitan District

1-70, Exit 263 ↔ 1546 Cole Boulevard ↔ Lakewood, CO 80401 ↔ 303-205-6789 ↔ Fax 303-205-6790

November 15, 2006

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

Mr. Ed Martinez  
CDOT North Engineering Region 6  
4670 North Holly Street  
Denver, CO 80216

Re: 1-70/32<sup>nd</sup> Avenue Interchange Environmental Assessment ("EA")

Dear Ms. Pavlik and Mr. Martinez:

The Denver West Metropolitan District, which has actively followed and commented upon the evolution of the so-called Cabela's traffic plan, has had an opportunity to review the above-referenced Environmental Assessment. The District would like to go on record to say that the various highway staffs which have worked on this project, including CDOT, the FHWA, the City of Wheat Ridge, the City of Lakewood and Jefferson County, have done a very good job of coming up with a generally workable plan. This plan appears to account for the significant traffic impacts projected for Cabela's and the surrounding retail development as well as the constraints of the existing highway and surface street configuration. We congratulate you all and commend you on a job well done.

The plan as it is now constituted represents a dramatic improvement from where it started, and looking ahead it is worth being mindful that at least three important things remain to be done:

- The current plan and EA contemplate that Cabela's will not open until a number of road improvements have been completed. This is, of course, critical to responsibly handling the new traffic generated by Cabela's and the surrounding retail development. It is obvious that for this to be achieved, the funding must be secured for each one of these identified elements including the new SH 58 interchange, the I-70 westbound hook ramps, the 40<sup>th</sup> Ave underpass and the widening of 32<sup>nd</sup> Avenue. We have attached a summary of the plan elements and their associated costs as presented at the most recent public meeting (11/9) on the EA.
- Commitments to complete the above-mentioned improvements must be embodied, in detail, in the FONSI, and the FONSI must as well address and set forth the various funding sources for each these elements of the plan.

Response to Comment #176:

Response to Comment #176-1:

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

Response to Comment #176-2:

**Section 2.5 Funding and Phasing** of the EA provides estimates of the probable construction costs for the various transportation improvements that are included in the EA as well as for I-70/SH 58 project improvements and the local agency projects. **Section 2.4 Funding Status** of the FONSI identifies the various funding sources for each component of the Proposed Action. **Section 2.5 Implementation Schedule** in the FONSI identifies the schedule for implementation of the various components of the Proposed Action.

Ms. Monica Pavlik  
Mr. Ed Martinez  
November 15, 2006  
Page 2

The improvements to the 32<sup>nd</sup> Avenue interchange may be insufficient to accommodate traffic in the long run, and it is worth noting that additional improvements beyond those identified in the EA may be necessary to allow the intersection of 32<sup>nd</sup> and Youngfield to function properly. It is important that CDOT and the local agencies study the need for these improvements and include additional projects in the Fiscally Constrained Regional Transportation Plan as soon as possible to ensure the proper operation of this intersection.

We are grateful for the opportunity to take part in the process and we emphasize, once again that, subject to the three points noted, the plan is both workable and a significant improvement from where it began.

We would be happy to answer any questions or respond to any comments.

Very truly yours,

DENVER WEST METROPOLITAN DISTRICT

By:  President

Enclosure

cc: Patrick Thompson  
Wheat Ridge City Council Members  
Congressman Mark Udall  
Bill Skewes  
Governor Bill Owens  
Jefferson County Commissioners  
Joe Jehn  
Prospect Recreation and Park District  
Senator Ken Salazar  
State Representative Cheri Jahn  
State Representative Gwyn Green  
State Senator Moe Keller  
Congressman Bob Beauprez  
Wheat Ridge Mayor Cerveny  
Deana Perlmutter  
Senator Wayne Allard  
Tom Norton  
Pam Hutton

**Response to Comment #176-3:**

Project future conditions are based on DRCOG *Metro Vision 2030 Regional Transportation Plan*, as amended. Traffic forecasts and the consequent engineering design were developed from the DRCOG regional travel demand model. As part of final design, a sensitivity analysis will be conducted using the current DRCOG regional travel demand model to assess any potential additional improvements.

Comment  
#176-3

Denver West  
Metropolitan  
District

Comment  
#176

Nov-15-06 03:33pm From=OTTEN JOHNSON ROBINSON NEFF & RAGONETTI 303 825 8525 T-771 P.005/005 F-621

Planning Elements	Funding Source	Amount
SH58/Cabela Dr. Interchange	Developers	\$12.1M
I-70/32 <sup>nd</sup> Interchange	Wheat Ridge/Jeffco/Developer(s)	\$27.6M
Cabela Drive 32 <sup>nd</sup> - 40 <sup>th</sup>	CDOT	\$ 3.2M
I-70/58 Interchange	CDOT and Jeffco	\$35.3M
I-70/58 phase 4, 44 <sup>th</sup> & Ward Road	CDOT	\$20.0M
Youngfield Widening	Wheat Ridge	\$ 2.7M
40 <sup>th</sup> Underpass	Wheat Ridge	\$ 5.8M
Cabela Drive 40 <sup>th</sup> to Proposed North of Clear Creek	Wheat Ridge	\$ 7.0M

7041341 TIRAOO 11/15/06 2:35 PM

Gwyn Green

Comment #177

State Representative  
GWYN GREEN  
Colorado State Capitol  
200 E. Colfax Ave., Room 271  
Denver, CO 80203  
Capitol: 303-866-2951  
Home: 303-489-8907  
E-mail: gwyn.green.house@state.co.us



COLORADO  
HOUSE OF REPRESENTATIVES  
STATE CAPITOL  
DENVER  
80203

Member:  
Health & Human Services  
Committee  
Transportation & Energy  
Committee

November 15, 2006

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

Mr. Ed Martinez  
CDOT North Engineering Region 6  
4670 N. Holly St.  
Denver, CO 80216

RE: Public Comment on EA for Cabela's Development at I-70-32<sup>nd</sup>. St. Interchange

Dear Ms. Pavlik and Mr. Martinez:

I have spoken before to CDOT and testified at the Colorado Transportation Commission regarding this matter, and my testimony and concerns remain the same.

It is critically important that additional traffic *not* be routed to W. 32<sup>nd</sup> St. west of I-70 to handle increased traffic from the proposed Cabela's development. This added traffic has been projected to be 25,000 more vehicles per day and 35,000 more vehicles on weekend days.

Routing more traffic through this residential neighborhood with an elementary school and a middle school just west of I-70 and south of 32<sup>nd</sup> is irresponsible and dangerous. Yet that is what the Environmental Assessment proposes.

Another concern is the taking of private residences and businesses for this project. This can and should be avoided.

When this project was first proposed, CDOT promised the primary entrance would be through SH-58. They also stated they needed a second entrance because of Fire Department concerns. But the EA has *three* entrances, one of them off 32<sup>nd</sup> Ave., which is totally unacceptable in terms of safety and neighborhood integrity.

Nor does the primary entrance seem any longer to be on SH-58. Instead, the very worst location has been chosen, right by the elementary school. Whatever led to such a decision? I find it totally mind-boggling.

Comment #177-1

Comment #177-2

Comment #177-3

Coment #177-4

Response to Comment #177:

Response to Comment #177-1:

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

Response to Comment #177-2:

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

Response to Comment #177-3:

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

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

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

**Comment  
#177-5**

**Comment  
#177-6**

All along this process, I have joined residents in asking CDOT to consider the needs and concerns of the neighborhoods impacted by Cabela's. I have especially asked that there be no entrance to Cabela's from 32<sup>nd</sup> Ave. And at some point, CDOT decided to have not one, not two, but *three* entrances to Cabela's and now the main one seems to be on 32<sup>nd</sup> Ave. I join residents in strenuously objecting to this.

Residents and I have also spoken out against the proposed hook ramp on W. 32<sup>nd</sup> which will take out Novachek Nursery as well as other businesses and homes. CDOT needs to do better. This wholesale taking of people's homes and businesses is, quite simply put, unnecessary and I will join the residents in fighting it.

I am deeply disappointed, although not entirely surprised, by CDOT's failures to take into account the neighborhood environment in which they are building this project. As usual, CDOT has acted arrogantly and with total disregard for the lives, homes and businesses of people in the area of this project.

Sincerely,



Gwyn Green

cc: Governor Owens  
Governor-Elect Ritter  
Jack Hoopes, president of Applewood Valley Neighborhood Association  
Samuel and Jean Guyton  
Ann Thacker

**Response to Comment #177-4:**

Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection and #13-2 in regard to your comment on school safety.

**Response to Comment #177-5:**

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

**Response to Comment #177-6**

In addition to the proposed development, DRCOG forecasts that the study area is expected to experience a 22 percent increase in population and the number of households and a 40 percent increase in employment over existing land uses without the proposed development. With the proposed development, employment is predicted to increase 52 percent over the existing land uses.

**Section 4.1 Land Use, Socio-Economics, and Community** in the EA discusses land use forecasts in the study area. The purpose of the I-70/32<sup>nd</sup> Avenue Interchange EA is to address the issue of traffic congestion due to regional growth and the proposed development.

As a state representative, FHWA and CDOT are certain that you understand the challenges that employment and population growth across the State of Colorado presents to the transportation system. CDOT's mission is to "provide the best multi-modal transportation system for Colorado that most effectively moves people, goods and information." CDOT appreciates your desire to limit access to the proposed development; however, CDOT must also consider projected regional growth and develop an integrated transportation system solution that most effectively meets the needs of the public. The EA and the System Level Feasibility Study, which preceded it, defined transportation problems and developed a Proposed Action for overall improvements in the study area to address the issue of traffic congestion due to both regional growth and the proposed development. Limiting access to the proposed development from SH 58 or the 40<sup>th</sup> Avenue underpass or from 32<sup>nd</sup> Avenue would not be an effective, integrated solution to the needs of the transportation system.

<p><b>Suzanne Alley</b></p> <p><b>Comment #178</b></p>	<p>Comment received via the project website. Date : 11/15/06 07:06 I live two houses in from the proposed 32nd/Cabela drive intersection.</p> <p>I've been unable to attend the public meeting. I would like to see a brick wall across our road and make Zinnia a cul-de-sac. Currently, 7 to 10 cars turn around at my house or my neighbor's on the corner because they've missed the on-ramp to I-70 westbound. A brick wall and cul-de-sac similar to the one across from Conoco break place would alleviate this problem and help with car exhaust. Thank-you for consideration.</p>	<p><b>Response to Comment #178:</b> Converting Zinnia Street into a cul-de-sac would reduce traffic on Zinnia Street; however, it would do so largely by diverting the same traffic onto Zinnia Court and Alkire Street. CDOT appreciates your desire to limit access 32<sup>nd</sup> Avenue; however, CDOT must also develop an integrated transportation system solution that most effectively meets the needs of the public.</p>
--	--	---

H.M. Van Fleet

Comment #179

H. M. Van Fleet, P.E.  
2267 Zinnia St.  
Golden, CO 80401  
303-238-2905  
November 16, 2006

TO:

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

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

RE: Cabela / Coors Development:

These comments are in regard to the current state of development and the Public Hearing held on November 9, 2006.

URBAN INTERCHANGES:

The inclusion of "side-by-side" URBAN INTERCHANGES on I-70 and Youngfield Street near W. 40<sup>th</sup> Ave., as noted on the attachment, will overcome many of the design deficiencies in the current schemes, as presented on Nov. 9, 2006 and in the construction package currently out for bidding. Advantages of this "side-by-side", defined below, should increase public acceptance because it is less intrusive and simplistic.

- 100% of I-70 traffic going to or from Cabela could now have direct access to site, and not by way of detours or residential roadways. Therefore, more time to shop and spend money, and it also would provide a good access for trans-continental buses. Cabela is a major tourist attraction in many of the states they serve.
- Major traffic volumes will be diverted off of W. 32<sup>nd</sup> Ave., out of surrounding areas and away from local schools.
- An improved and a more direct access to and from The Applewood Center by way of Youngfield Street for those with addition needs (Cabela Dr. to the South and to W. 32<sup>nd</sup> Ave. would not be required). Only a low volume frontage road to the Dog Pond would be required and this could be by way of the Urban Interchange.
- The proposed on/off I-70 Ramps at W. 27<sup>th</sup> Ave. would not be necessary. Therefore, the Historical Novacek's Nursery would no longer be threatened!
- The widening of West Bound I-70 Bridge at W. 32<sup>nd</sup> Ave. would not be necessary for an acceleration lane.
- Roadway signage to Cabela's could be reduced and greatly simplified. Travelers have trouble reading signage while traveling at interstate speeds. Also, the elimination of the signage to the relocated off/on West Bound I-70 ramps near the underpass. These two ramps add to miles driven, be troublesome to locals to find and use, and non-locals would be at a much greater disadvantage.
- Youngfield, when fully improved, is the only thoroughfare in the area capable of carrying the traffic volumes and it is mostly adjacent to commercial and small businesses which

3003 S. W. 101

1

Comment #179-1

**Response to Comment #179:**

In your May 15, 2006 and August 24, 2006 letters to CDOT, you presented a schematic for an urban design concept, which you reference in your comments during the microphone session of the public hearing. FHWA and CDOT appreciate you taking the time to express your ideas and concern. FHWA and CDOT have evaluated your comments in detail and our responses are provided below. Henry Van Fleet submitted similar verbal comments. Please refer to Comment #113 and 161.

**Response to Comment #179-1:**

The concept of side-by-side urban interchanges at I-70 and 40<sup>th</sup> Avenue represents a refinement of an earlier concept that you forwarded previously for a single urban interchange at this location. We appreciate your efforts. We have taken your sketch design and developed it further to better understand the spatial and operational effects of the concept (see below). The benefits of locating the I-70 interchange at 40<sup>th</sup> Avenue, as you state, are true if the concept can be realized. We looked at similar concepts to yours early in the process as we were working on the array of alternatives.

The challenge in advancing those alternatives, and in advancing your alternative, is influenced by three primary factors:

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

Your alternative shows sensitivity to these concerns but FHWA and CDOT have identified the following challenges of implementation as it relates to those noted above:

- Your option addresses the consecutive ramp spacing issue well in that it combines traffic bound for SH58, 40<sup>th</sup> Avenue, and 32<sup>nd</sup> Avenue at one exit and entrance; it becomes difficult in that it carries freeway to freeway traffic movements through a signalized intersections with 40<sup>th</sup> Avenue. This introduces a challenging traffic operations solution at 40<sup>th</sup> Avenue.

**Comment  
#179-2**

should add benefit. Using Youngfield as a prime carrier should reduce traffic in the surrounding streets and areas.

- A review of “origin and destination” flows may call for new thinking of planned improvements to W. 32<sup>nd</sup> Ave. Much of the Cabela’s traffic would no longer use this street as well as others in the general area. Removal of the existing traffic light at West Bound I-70 and W. 32<sup>nd</sup> will be very beneficial to traffic flows on W.32<sup>nd</sup> Ave. and also Youngfield. Therefore, enhanced traffic flows (volume & speed) should be a reality for the near term.

**PROPOSED TUNNEL (UNDERPASS) @ YOUNGFIELD and W. 40<sup>th</sup>:**

This underpass should not be built! More problems are created by its construction and location than it serves or solves. It will be of marginal use and of little functionality because of the inadequacy of the site to support poor planning as noted herein .

- The underpass being on the North Slope will be affected by prevailing northwest winds and extreme cooling cycles. Thus, high maintenance and a possible hazard to all users.
- Its location and elevation of the underpass roadway as it relates to the elevation of Youngfield will challenge all users and subject the user to risk from conditions or actions beyond the driver’s control. A ramp up to Youngfield and then a full right turn to the south on Youngfield is not an acceptable design or engineering solution. Stalls and spinouts will be common.
- The short distance between the planned underpass intersection and W. 38<sup>th</sup> Ave. has many serious deficiencies:
  - Sight distance.
  - Steep slope (approx. 5.0% grade).
  - Stoplight at W.40<sup>th</sup> will make stopping and restarting a hazard and accident prone.
  - North bound lane switching from the far right to the center lane turn pocket will only add to the overall difficulties when weather, sight distance, length of roadway, and a steep slope are to be encountered.
- Current traffic volumes on the present unimproved Youngfield have not been a major problem during extremes weather conditions. The, basically, two lanes used in the winter are kept open by concentrated traffic volumes being in the two lanes. When Youngfield is widen (and it is needed) there will be more lightly traveled lanes and then be subjected to more freezing and ice slick lanes and the traffic light (should it be installed at W 40<sup>th</sup>) will only add to the problems.
- The design and location of this underpass does not meet minimal design standards of practice and it will be an accident-prone situation. Those aggravated or injured by this improvement should seek a class action suit towards all parties(Wheat Ridge and the Cabela’s Design Team) involved!

Attachment

CC:  
Applewood Valley Association

- As we drafted your concept, the combination of interchanges is rather unique as is attached. The Youngfield Street connection could be a partial single point urban interchange (urban) with access to and from the west and a traffic signal to control the movements. The I-70 interchange would need to provide north-south through and turning movements (which a traditional urban interchange can not do) and therefore would look more similar to the westbound I-70 ramps at 32<sup>nd</sup> Avenue today but with that same configuration on the east side as well – a tight diamond interchange. This would then have two traffic signals, one on each side of the interstate. We have kept each of these intersections as close together as we believe to be prudent while allowing for reasonable intersection operations. They are generally spaced at 350’ which is similar to those on 32<sup>nd</sup> Avenue at I-70 today. This does result in moving Youngfield Street to the east which impacts existing adjacent businesses, church and some residential properties.
- We have estimated that this interchange configuration would attract Year 2030 PM peak hour traffic volumes on 40<sup>th</sup> Avenue that would be 25 to 30 percent greater than that which exists under I-70 at 32<sup>nd</sup> Avenue today. The difficulty is that this concept preserves intersection spacing along 40<sup>th</sup> Avenue in a similar fashion as it exists today on 32<sup>nd</sup> Avenue but needing to accommodate considerably greater traffic. Poor operations would be expected.

Due to the problems identifies above, FHWA and CDOT do not believe that the side-by-side urban interchange concept that you have identified should be advanced for further consideration.

**Response to Comment #179-2:**

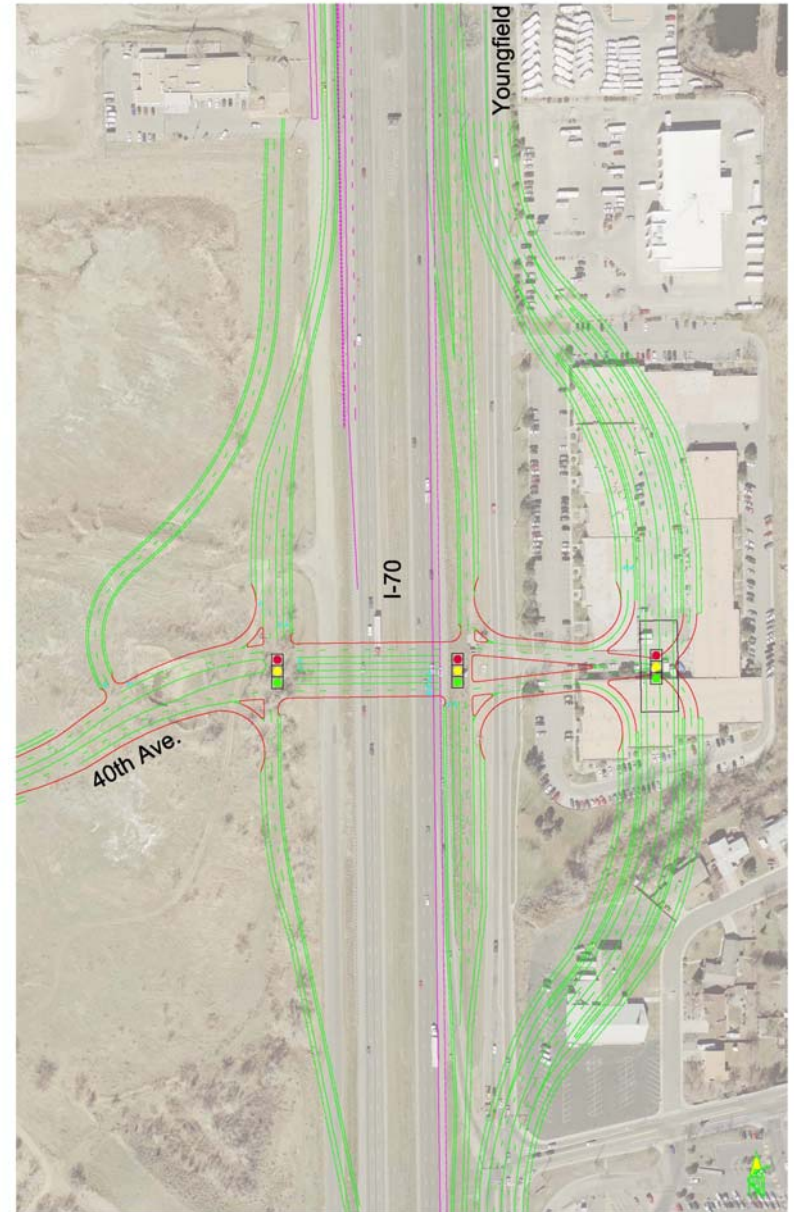
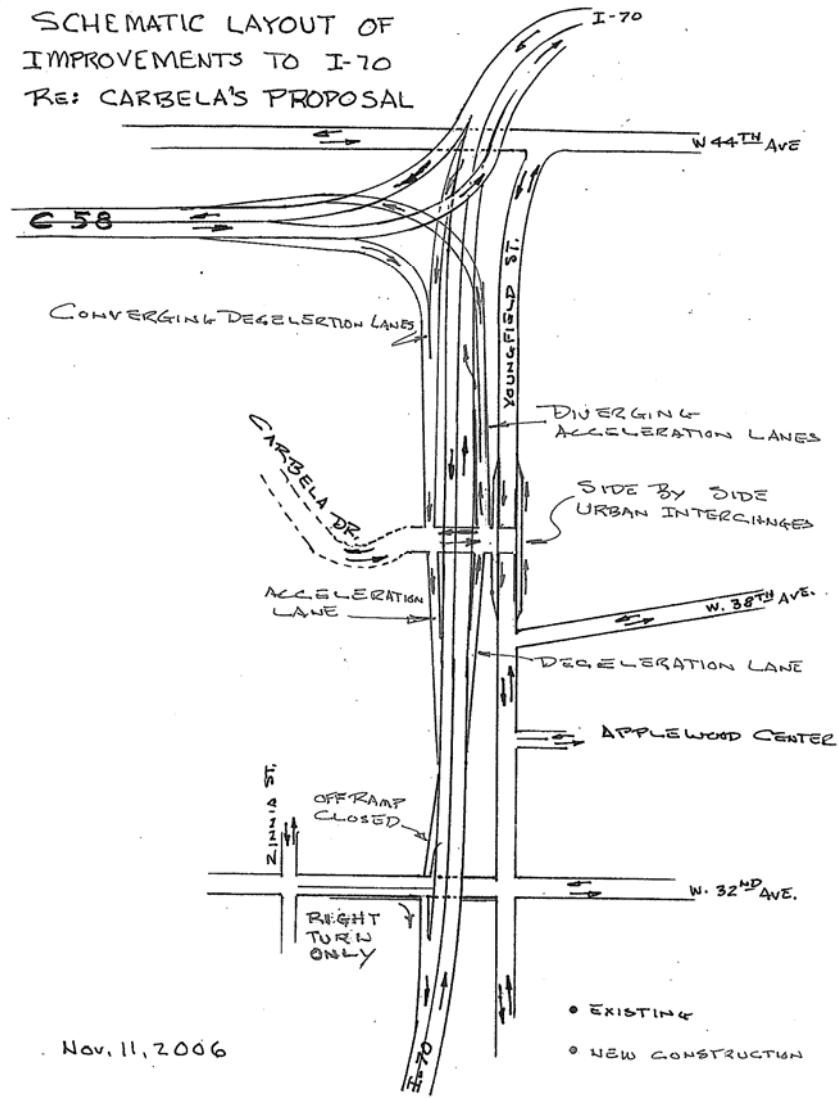
We appreciate your concern over the underpass at 40<sup>th</sup> Avenue. Please realize that this work is being done as a local agency project independent of the improvements identified in the Environmental Assessment. However, we do still appreciate your thoughts on this matter. CDOT, the City of Wheat Ridge, and the consultant have discussed this issue at some length. Youngfield Street and the 40<sup>th</sup> underpass have been designed and have been reviewed by the City of Wheat Ridge. FHWA and CDOT approved access to the I-70 right-of-way in July 2006. These reviews have resulted in design refinements and a solution that we believe to meet the needs of the corridor. Safety is always a key component in the design and this application has been developed sensitive to the public safety.



H.M. Van Fleet

Comment #179

SCHEMATIC LAYOUT OF IMPROVEMENTS TO I-70  
RE: CARBELA'S PROPOSAL

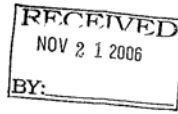


<p><b>Sheryl Ugolini</b> <b>Comment #180</b></p> <p><b>Comment #180-1</b></p>	<p>Please note this comment was forwarded to Monica Pavlik at FHWA by Floras Andrus.</p> <p><b>Pavlik, Monica</b></p> <hr/> <p><b>From:</b> sheryl [lilspirit23@yahoo.com]  <b>Sent:</b> Friday, November 17, 2006 8:07 AM  <b>To:</b> Flora Andrus  <b>Subject:</b> 44th/holman</p> <p>Hi Flora,</p> <p>I went to the open house on thursday. I still was very discouraged after going to the meeting. I asked about what kind of options there was to put at the intersection. They went off by saying that they were going to put a sign of the neighborhood and to let you know access to local traffic only. I don't think anyone cares about what the name is of the neighborhood. I asked about barricade walls put up to block the noise and air pollution, and one of them was saying that that will not happen. I also suggested that a traffic light be put up at 44th/indiana since no one will be able to get across anymore at that intersection. It appears that the cdot is going to do what they have in mind no matter what is best for the community. I left the meeting very frustrated because I felt no matter what I said, it would not make any difference.  Sheryl Ugolini  ps I don't have any plans to sell just yet-the house down the street sold a month ago.</p>	<p><b>Response to Comment #180:</b>  Sheryl Ugolini also provided additional written comments. Please refer to Comment #71.</p> <p>Please refer to our responses to Comments #16 in regard to your comment on 44<sup>th</sup> Avenue/Cabela Drive/Holman Street intersection and #25 in regard to your comment on the mitigation of the effect of the new signalized intersection at 44<sup>th</sup> Avenue/Cabela Drive/Holman Street.</p> <p><b>Response to Comment #180-1:</b>  Please refer to our response to Comment #11-1 in regard to your comment on relocating the interchange to Indiana Street.</p>
<p><b>Cheryl Witt</b> <b>Comment #181</b></p>	<p>Comment received via the project website. Date : 11/17/06 09:23</p> <p>With Cabela's approval, what will happen to Table Mountain Animal Shelter?</p>	<p><b>Response to Comment #181:</b>  The Table Mountain Animal Shelter will remain at its current location and will be accessed from 40<sup>th</sup> Avenue along the remaining Youngfield Service Road.</p>
<p><b>Connie Null</b> <b>Comment #182</b></p>	<p>Comment received via the project website. Date : 11/18/06 19:07</p> <p>Why wasn't the issue of traffic and roads considered before they started doing all that grading and digging, and getting alot of peoples hopes up about having a Cabela's Store starte? We have been looking forward to having one Cabela's here, so we don't have to drive to Neb.</p> <p>I am sure something can be worked out so they can get started on building. After all it is the prefect location.</p>	<p><b>Response to Comment #182:</b>  The grading conducted at the site of the proposed development was in relation to the reclamation of the site in accordance with the Coors Company's aggregate mine permit.</p>

Jeannette  
Scully

Comment  
#183

Comment  
#183-1  
Comment  
#183-2



November 19, 2006

Mr. Randy Young  
City Manager  
City of Wheat Ridge  
7500 W. 29<sup>th</sup> Ave.  
Wheat Ridge, CO 80033

Dear Mr. Young,

**I strongly oppose the diamond exchange on Hwy 58 having Cabela Drive come up to 44<sup>th</sup> Ave. at Holman St. Why can't Cabela Drive stop at Hwy 58? Or wind around to Indiana St. a through street or simple only have the new updated intersection at Hwy 58 and 44<sup>th</sup> & McIntrye handle the traffic? I was told that they deemed it necessary for fire safety. Fairmount fire department is not responsible for the Wheatridge area and if needed in a major disaster is close enough going to the Hwy 58 and McIntrye intersection.**

I live (for 46 years) in the Golden Valley Subdivision a small-unincorporated Fairmount area of Jefferson County. We don't need Cabela's traffic to come up to 44<sup>th</sup> Ave. at a dead-end street with single family housing. For that fact we don't need Cabela's. If you must join 44<sup>th</sup> Ave. which I find ridiculous then wind around Asphalt Paving and come up on Indiana St. I think Asphalt Paving and Ball want this road for their trucks. State highway 58 was built to take truck traffic off of 44<sup>th</sup> Ave. Now look what you want to do. We are not part of Wheatridge who will reap the taxes.

This is another unjustified move by big corporations and money hungry cities like Wheatridge and Lakewood to push on all of us choosing to keep Fairmount and our housing area out of development for your profit. I have the sick feeling that this is all a mute point that any of our opinions don't matter and that this is another slick done deal.

Sincerely,

Jeannette L. Scully  
4405 Gardenia St.  
Golden, CO 80403

Response to Comment #183:

**Response to Comment #183-1:**

Please refer to our response to Comments #16 in regard to your comment on 44<sup>th</sup> Avenue/Cabela Drive/Holman Street intersection and #25 in regard to your comment on the mitigation of the effect of the new signalized intersection at 44<sup>th</sup> Avenue/Cabela Drive/Holman Street.

**Response to Comment #183-2:**

Please refer to our response to Comment #11-1 in regard to your comment on relocating the interchange to Indiana Street.

Ron Benson  
and Linda  
McDonald

Comment  
#184

**I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment**

WELCOME TO TONIGHT'S PUBLIC HEARING

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

**Public Hearing Comment Form**

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

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

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

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

COMMENT: Hi MONICA & ED.

My wife Linda and I have been Wheatridge residents for NINE YEARS Next Month. Although I was unable to attend the Environmental Assessment meeting on November 9, both my wife and I are 100% supportive of all of your proposed Action elements.

We both are also 100% supportive of the future Cabela's store, but the proposed road improvements are critically needed for the proper and safe flow of traffic in the I70, SH58, Huntfield, and 32nd Ave Areas.

Specifically, the I70-32nd Ave proposed hookups & improvements all seem to make a lot of sense from both the engineering/traffic flow sense as well as the safety sense for us as frequent Users. Thank you for your terrific thought on this project! Good Luck!

Names: Ron Benson & Linda McDonald

Address: 3875 Leo Cir Wheatridge 80033  
Street City Zip Code

Phone: (303) 423-2249 Email: R.BENSON@DOWNS.CO.US

Date: NOV 28, 2006

Response to Comment #184:  
No response necessary.

Tom Colburn

Comment #185

Comment #185-1

Comment #185-2:

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

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

Public Hearing Comment Form

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

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

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

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

COMMENT: I strongly disagree with your plans for the hook ramps at 27<sup>th</sup> Ave. Placing that ramp there is going to wipe-out some long established business and residents, and it's just going to create more traffic congestions well south of the cabala development area. Wiping-out a unique business like the green-house for another freeway ramp would be a crime. Keep all your ramps out of the neighborhood and put them in the commercial development area to the north.

Another important thing I would like to see is a dedicated bike path access to the green belt that would be available both during and after construction of that shopping center. Not just some half-ass three foot wide sidewalk with multiple automobile crossings, but a 6 foot plus dedicated access mostly free from motor traffic like ~~the~~ <sup>upside</sup> now (frontage road has very little traffic).

32<sup>nd</sup> Ave. is currently a major thoroughfare for bicycles to and from Golden. There needs to be a better shoulder along 32<sup>nd</sup>, especially with the increased traffic caused by the cabala development.

Name: Tom Colburn  
Address: 2060 Ellis St. Golden 80401  
Street City Zip Code  
Phone: 303-271-0307 Email: tcroster@comcast.net  
Date: 11/21/2006

Response to Comment #185:

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

Response to Comment #185-1:

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

Response to Comment #185-2:

The Proposed Action will include wider sidewalks under I-70 on the south side of 32<sup>nd</sup> Avenue to better accommodate bicycles and pedestrians and to connect with the 32<sup>nd</sup> Avenue Trail.

Vance  
Kolesar

Comment  
#186

**I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment**

**WELCOME TO TONIGHT'S PUBLIC HEARING**

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

**Public Hearing Comment Form**

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

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

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

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

COMMENT: Approve because

1) Evans out traffic through wider area rather than concentrated on Youngfield + 32nd near the intersection of 32 + Youngfield.

2) Reasonable trade off on 32 Ave - relocating the I 70 westbound location + not allowing westbound traffic on the I 70 - 32nd Ave congested area

3) Improve Highway 58 - I 70 ~~inter~~ intersection with Highway 58 has been ridiculous with the traffic build up + no access from Hwy 58 onto southbound I 70. This has been a major shortcoming for this interchange for years.

Name: VANCE KOLESAR

Address: 11626 W 37 Pl.

Wheat Ridge

80033

Phone: 303) 279 7140

Email: \_\_\_\_\_

Date: \_\_\_\_\_

Response to Comment #186:

No response necessary.

Lucille  
Novacek  
Kathy  
Novacek  
Jerol  
Novacek

Comment  
#187

Comment  
#187-1

Comment  
#187-2

Comment  
#187-3

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

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

November 9, 2006  
4:00 – 8:00 p.m.

**Public Hearing Comment Form**

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

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

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

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

COMMENT: *WE ALONG WITH MANY OTHER NEIGHBORS, CUSTOMERS & FRIENDS DON'T WANT THE 27<sup>th</sup> AVE HOOK RAMP IN OUR RESIDENTIAL AREA. I THINK YOU NEED TO LOOK AT LIMITING THE AMOUNT OF TRAFFIC COMING FROM CABELA'S DRIVE TO THE 32<sup>nd</sup> AVE AREA. USE ONLY TWO LANES SOUTH TO 32<sup>nd</sup> AVE. THEN USE 4-5 LANES NORTH TO THE DIVIDED INTERCHANGE. THERE IS A PARK AT 27<sup>th</sup> WITH PEOPLE AND KIDS IN THE AREA, ALSO 27<sup>th</sup> FEEDS INTO A RESIDENTIAL AREA, YOUNGFIELD SOUTH ALSO FEEDS INTO RESIDENTIAL AREAS, ALL THESE THINGS ARE NOT IDEAL FOR USING THE 27<sup>th</sup> AVE HOOK RAMP.*

*THESE NEEDS TO BE MORE WORK ON KEEPING ALL THESE ROAD IMPROVEMENTS FURTHER NORTH WHERE CABELA'S DEVELOPMENT IS. IT IS ALSO HARD TO GET OUTA WESTBOUND I-70 FROM THIS AREA WITH THE PROPOSED DESIGN.*

*MY MOM HAS LIVED IN THE HOUSE, AND WE HAVE RUN THE GREENHOUSES FOR 55 YRS. WE HAVE WATCHED AS EACH DEVELOPMENT HAS CHANGED THE AREA, BRINGING MORE CARS, MORE TRASH, MORE POLLUTION. WE HAVE FOUGHT FOR OUR ZONING, OUR WATER RIGHTS, OUR NEIGHBORHOOD AND OUR RURAL SETTING. I GUESS WE ARE LOSING THE BATTLE.*

Name: *Lucille Novacek - Kathy Novacek  
Jerol Novacek - Novacek Greenhouse*  
Address: *2635 Youngfield Street* *Golden* *80401*  
City Zip Code  
Phone: *970-297-3572* Email:  
Date: *11/20/06*

**Response to Comment #187:**

Jerol Novacek also provided additional written comments. Please refer to Comment #4 and #157.

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

**Response to Comment #187-1:**

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

**Response to Comment #187-2:**

As discussed in **Section 2.4 Proposed Action** of the EA, the westbound I-70/32<sup>nd</sup> Avenue on and off-ramps will be relocated north along Cabela Drive to approximately 35<sup>th</sup> Avenue on the west side of I-70 with paired hook ramps. The existing westbound I-70 off-ramp that exits to 32<sup>nd</sup> Avenue will be closed. The existing westbound I-70 on-ramp will remain open but access will be limited to eastbound 32<sup>nd</sup> Avenue traffic. Hook ramps in general, are not the most desired transportation solution to an interchange. However, this was the Proposed Action that emerged from the System Level Feasibility Study and EA with the least impact on the study area.

**Response to Comment #187-3:**

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

Please refer to our response to Comments #99 and #203 for other affected properties.

Thelma Jean Shaeffer

Comment #188

Comment #188-1:

Comment #188-2:

Comment #188-3:

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

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

November 9, 2006  
4:00 – 8:00 p.m.

**Public Hearing Comment Form**

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

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

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

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

COMMENT: My husband and I are opposed to the hook ramps at 27<sup>th</sup> Avenue because of the huge impact on the surrounding residential neighborhood. Thirty-second avenue should be improved, and the new construction further north with the Ward Rd. exchange should be the centers for the traffic to and from I-70 for the new business. Ward Rd. construction should happen now and not later. The main entrances to Cabella's should be from Hwy. 58 with the I-70 frontage road retaining its present name and remaining a two-lane road. Twenty-seventh avenue should not be part of this project because it is too removed from the Cabella land and the businesses in the Applewood-King Soopers Center. The area around 27<sup>th</sup> Avenue and Youngfield is residential, and 27<sup>th</sup> Avenue is a two-lane road over the dam with abundant wildlife. The dam and the wildlife will be in danger with increased traffic. This project is big business trampling over the voices of the residential community.

no longer have its present personality.

Name: Thelma Jean Shaeffer  
Address: 2575 Urban St. Lakewood, CO 80215  
Street Wk. 720-972-3501 City Zip Code  
home Phone: 303-426-6762 Email: fjsteach@earthlink.net  
Date: Nov 28, 2006

CC: Governor Elbert John Ritter  
Colorado Attorney General

**Response to Comment #188:**

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

**Response to Comment 188-1:**

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

**Response to Comment #188-2:**

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

**Response to Comment #188-3:**

You express concern as to the adequacy or safety of the dam (located approximately 600 feet east of Youngfield Street). Through investigation and conversations with the City of Lakewood, CDOT Bridge staff, and Consolidated Mutual Water, it was discovered that the load posting by the City of Lakewood was a voluntary effort by the city to keep heavy truck traffic off local streets. The increased traffic on the dam and bridge is not a concern with regard to dam safety, as the dam and bridge are not deficient from a load capacity. Heavy truck traffic (greater than 7,000 pounds) is currently restricted from using 27<sup>th</sup> Avenue by the City of Lakewood. These restrictions would not be removed as part of the Proposed Action.

Although wildlife is present in the area, Lena Gulch is crossed by several residential areas and does not serve as a major wildlife corridor as compared to Clear Creek.



Frank Sims

Comment #189

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

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

Public Hearing Comment Form

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

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

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

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

COMMENT: *I am very much in favor of the plans that were presented at this public hearing. Many of these improvements are long overdue and are much needed. They should help the flow of traffic and make the area more safe.*

Name: *Frank Sims*  
Address: *10665 W. 36<sup>th</sup> Ave.* *Wheat Ridge, CO* *80033*  
Street City Zip Code  
Phone: *303-422-1975* Email: *frankesims@aol.com*  
Date: *11-20-06*

Response to Comment #189:

No response necessary.

<p><b>M.J. Bright</b></p> <p><b>Comment #190</b></p> <p><b>Comment #190-1</b></p> <p><b>Comment #190-2</b></p> <p><b>Comment #190-3</b></p>	<p>Comment received via the project website. Date : 11/20/06 10:19</p> <p>What is an ADA structure?</p> <p>What consideration has been given to protecting Consolidated Mutual's water storage from traffic?</p> <p>What is the predicted rate of increase in truck as well as car traffic along 26th and 27th sts?</p> <p>What is the status of the Novack property? Obviously, we are not happy with the changes being inflicted on the local neighborhoods and probable negative impacts on property values and quality of life.</p>	<p><b>Response to Comment #190:</b> An ADA structure is one which is compliant with the Americans with Disabilities Act and ADA design standards. We presume your comment is with regard to the present 26<sup>th</sup> Avenue pedestrian bridge over I-70 and the proposed replacement structure</p> <p><b>Response to Comment #190-1:</b> You express concern as to the adequacy or safety of the dam (located approximately 600 feet east of Youngfield Street). Through investigation and conversations with the City of Lakewood, CDOT Bridge staff, and Consolidated Mutual Water, it was discovered that the load posting by the City of Lakewood was a voluntary effort by the city to keep heavy truck traffic off local streets. The increased traffic on the dam and bridge is not a concern with regard to dam safety, as the dam and bridge are not deficient from a load capacity.</p> <p>Since no improvements are proposed as part of this project east along 27<sup>th</sup> Avenue to the Consolidated Mutual Water dam, stormwater discharges from 27<sup>th</sup> Avenue right-of-way will be managed in accordance with the City of Lakewood's MS4 permit.</p> <p><b>Response to Comment #190-2:</b> Heavy truck traffic (greater than 7,000 pounds) is currently restricted from using 27<sup>th</sup> Avenue by the City of Lakewood. These restrictions would not be removed as part of the Proposed Action. Please refer to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p> <p><b>Response to Comment #190-3:</b> Full acquisition of the property at 2635 Youngfield Street (the Novacek property) will be required as part of the Proposed Action. All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.</p> <p>Please refer to <b>Section 3.4 Novaceks' Carnation Nursery, 2635 Youngfield Street</b> in the FONSI in regard to your comment on the Novacek property.</p>
<p><b>Kate Polesovsky</b></p> <p><b>Comment #191</b></p>	<p>Comment received via the project website. Date : 11/20/06 13:54</p> <p>Several neighbors and I have commented on the fact that the j-exit/entrance at W. 27th may not really be necessary. Many people in the neighborhoods have already begun using Denver West and Kipling exits in order to avoid traffic at 32nd and Youngfield. This alternative would save money.</p>	<p><b>Response to Comment #191:</b> Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue.</p>

<p><b>Heather Gutherless</b></p> <p><b>Comment #192</b></p> <p><b>Comment #192-1</b></p> <p><b>Comment #192-1</b></p>	<p>Comment received via the project website.</p> <p>Overall, I thought the preferred alternative will help with much of the traffic congestion currently at the 1-70/32nd Avenue interchange. However, two things concerned me.</p> <p>1) The attached sidewalk from Alkire to Cabela Drive. Recently, I attended a workshop about multi-modal transportation design. An emphasis was put on a separation between the pedestrians and the cars. What is being proposed is pedestrian tolerant, not pedestrian friendly. A detached sidewalk will make walking a less threatening experience, thus encouraging people to walk more. Also, since there is a school nearby and youths may be walking along 32nd, I would encourage a landscape strip between the road and the sidewalk. A 6-8 foot pedestrian buffer is recommended in "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities" published by the ITE, with help from the EPA and FHWA.</p> <p>2) The fly-over from eastbound I-70 to westbound SH-58 will not be completed until 6-12 months after Cabela's is constructed. This means that until that time people coming from areas west of Cabela's will be using the 27th interchange. My concern is that most people that visit Cabela's will do so in the first 6-12 months of its opening. Therefore, after the fly-over is built, they will continue to use the way they know (27th) to get to Cabela's and impact those roads further into the future than anticipated. I would encourage the fly-over to be completed prior to Cabela's opening.</p> <p>Thank you for your time and consideration.</p>	<p><b>Response to Comment #192:</b></p> <p><b>Response to Comment #192-1:</b>  The inclusion of a landscaped area between the 32<sup>nd</sup> Avenue trail sidewalk and 32<sup>nd</sup> Avenue was investigated as part of the EA process. The inclusion of a 6 to 8-foot buffer as suggested would require the full and partial acquisition of several of the residences located south of 32<sup>nd</sup> Avenue. The landscape buffer was not included because of the additional right-of-way acquisition and displacements required. Although not ideal, FHWA and CDOT have agreed to this approach.</p> <p><b>Response to Comment #192-2:</b>  Please refer to <b>Section 2.5 Implementation Schedule</b> in the FONSI in regard to your comment on the construction timing.</p>
---	---	--



<p><b>John Slattery</b></p> <p><b>Comment #195</b></p>	<p>Comment received via the project website.</p> <p>To Whom It May Concern - A Comment:  We live just south of the intersection of Youngfield and Colfax. We use Youngfield to Applewood on a daily basis, frequently several times a day. My wife, Sherry, and I strongly object to the so-called road "improvements" to the Applewood/Youngfield area in support of the Cabela's et al. development. This expensive and outrageous "Californication" of the Applewood area in the name of commercial enterprise is a disgrace to responsible government and manifests the greed of local government and large businesses over the interests of citizens. Having lived in the Los Angeles area for many years, we can speak to the destructive nature of these proposed changes, with authority. The changes will severely negatively affect the Applewood neighborhoods and cause us, as one family, to take our business elsewhere, as the construction and subsequent traffic will be an unending nightmare on Youngfield. Be assured that, if these inexcusably expensive and disruptive changes are implemented, we will never shop in Cabela's.</p>	<p><b>Response to Comment #195:</b></p> <p>The purpose of the Proposed Action is to relieve traffic congestion (both existing and future) at the I-70/32<sup>nd</sup> Avenue interchange and to address future transportation demands on the interchange and local street network due to regional growth and expanding local retail/commercial development. In addition to the proposed development, DRCOG forecasts that the study area is expected to experience a 22 percent increase in population and the number of households and a 40 percent increase in employment over existing land uses without the proposed development. With the proposed development, employment is predicted to increase 52 percent over the existing land uses. <b>Section 4.1 Land Use, Socio-Economics, and Community</b> in the EA discusses land use forecasts in the study area. The need for the Proposed Action is discussed in <b>Section 1.4 Need for the Proposed Action</b> in the EA, and <b>Figure 1-3 Operational Deficiencies</b> in the FONSI identifies existing operational deficiencies at the interchange and local street network.</p>
--	--	--

Barbara  
Evans  
Comment  
#196

November 30, 2006

Monica Pavlik  
Federal Highway Administration, Colorado Division  
12300 W. Dakota Avenue, Suite 180  
Lakewood, CO 80228  
FAX: 720-963-3001

**Re: I-70/32<sup>nd</sup> Avenue Interchange Environmental Assessment**

Dear Ms. Pavlik,

At the Nov. 9, 2006 Public Hearing I listened to the facilitator say, "Public comments and responses are **key considerations** in CDOT and FHWA's final decision" To date, we have seen little evidence that public comments and responses were factored into critical decisions that will forever affect our lives and our community.

Cabela's and the City of Wheat Ridge, in their rush to start counting revenue from this proposed private development, have merely "gone through the motions" of inviting public input. The ill-conceived traffic plan presented by Felsberg, Holt and Ullevig will destroy the heart of Appledwood by placing eastbound hook ramps at 27<sup>th</sup> Avenue.

The current traffic plan offered by Felsberg, Holt and Ullevig directs traffic on westbound 27<sup>th</sup> Avenue in an indirect, circuitous route northward before doubling back south to connect with the I-70 westbound. At the Nov. 9 Public Hearing, Chris Fasching, principal with Felsberg, Holt and Ullevig, told me in a conversation witnessed by a number of other residents that traffic westbound on 27<sup>th</sup> Avenue "can just go south on Youngfield to 20<sup>th</sup> to connect with I-70 westbound" as an alternative. Nowhere in the Environmental Assessment is the devastating impact of this traffic on the neighborhood south of 27<sup>th</sup> Avenue along Youngfield even mentioned.

The Environmental Assessment **must be expanded** to include the residential area south of 27<sup>th</sup> Avenue to Colfax, east to Simms and west to Eldridge that will be negatively impacted. The EA is 500+ pages long, yet only 2 paragraphs address the devastating impact to the residential community by the proposed hook ramps at 27<sup>th</sup> Avenue. The EA is cursory and incomplete.

At the Nov. 9, 2006 Public Hearing, Dean Bradley of MGA Communications invited the public to examine the "We Heard Your Comments" display board. This display board indicated that Cabela's/City of Wheat Ridge's response to the mounting public outcry over the ill-conceived hook ramps at 27<sup>th</sup> Avenue was "Construction Delayed." The only acceptable solution to these ill-placed ramps is "**Construction Cancelled.**" There was unanimous, forceful public outcry at the April 25, 2006 public Open House over these 27<sup>th</sup> Avenue hook ramps. Cabela's/Wheat Ridge's dismissal of the public's concerted rejection of this traffic plan is an arrogant slap in the face to the taxpayers who are funding this ill-conceived project. For reasons I will soon explain, this arbitrary decision must be closely re-examined by FHWA.

Comment  
#196-1

Comment  
#196-2

Comment  
#196-3

**Response to Comment #196:**

Barbara Evans also provided additional written comments. Please refer to Comment #138.

Please refer to our response to Comment #10-2 in regard to your comment on the public involvement process.

**Response to Comment #196-1:**

The question specifically deals with traffic from the 27<sup>th</sup> /26<sup>th</sup> Avenue area heading to I-70 westbound. The Proposed Action would require this element of traffic to travel a bit further north out of direction given the new orientation of the westbound on-ramp being off of Cabela Drive. The perception of additional travel distance may encourage some drivers from the 27<sup>th</sup>/26<sup>th</sup> Avenue area to instead turn south onto Youngfield (rather than north) and make use of the Denver West interchange. With the congestion that occurs at the I-70/32<sup>nd</sup>/Youngfield interchange today, this might already be happening to some degree. While the Proposed Action might entail more vehicle-miles for this specific pattern, the analysis also shows that the Proposed Action would result in less delay at each of the intersections that this traffic component would travel through (as compared to the No Action), thus offsetting any travel-time increase created by out-of-direction travel. From the year 2030 traffic projections developed as part of the EA, any increase along Youngfield Street south of 27<sup>th</sup> Avenue (due specifically to this traffic pattern in question) would be approximately 100 to 200 vehicles per day. In other words, while some traffic might do this, it is not a large amount of traffic when compared to the other traffic patterns in the area, and travel-time wise it might be wash when considering the lower delays anticipated at the intersections.

Please refer to our responses to Comment #4-2 and to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.

**Response to Comment #196-2:**

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

**Response to Comment #196-3:**

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

Prior to writing this letter, I wanted to examine Felsberg, Holt and Ullevig's "We Heard Your Comments" display board more closely. I telephoned the Community Information Line (303) 376-8394 on Thursday, Nov. 16 and left a message. The recorded message by MGA Communications states, "This line is checked throughout the day. Our team will get back to you as soon as possible." When no one returned my call by the following day, Friday, Nov. 17, I called and left a second message. When my call was still unanswered by the following Monday, Nov. 20, I called a third time and pressed # 7 for an immediate response. (This option is reserved for those who need an immediate response due to drainage issues, etc). My call was answered by a gentleman in Fruita, Colorado, who had no idea why his cell phone was wringing of the hook! He explained he had nothing to do with the Cabela's development and added that he was irritated that these calls were being routed to his cell phone.

It was not until Wednesday, Nov. 22 (6 days after my initial call) that Kelly Elan from MGA Communications contacted me. This delay at a critical time in the review process is inexcusable. I have called this Community Information Line nearly a dozen times during the last 15 months and have consistently found that no one is checking nor returning phone calls in a timely manner. This further serves to illustrate that public input is of little importance to Cabela's/City of Wheat Ridge.

Convinced that I could wait no longer for a response from MGA, I telephoned Felsberg, Holt and Ullevig on Nov. 20 and spoke with Kevin Maddox, traffic engineer on this project. He informed me that the display board was available for viewing at his office in Centennial. This could not have been more inconvenient! On Nov. 22, Kelly Elan called to let me know that the display boards were going to be posted on-line. Nearly half of the public comment time period had lapsed by now. Were it not for my direct inquiry, I am certain the display boards prepared by Felsberg, Holt and Ullevig would not have been made available for further public scrutiny.

Originally, Wheat Ridge/Cabela's studied 3 options for the hook ramps at 27th Ave. One option put the ramps right through the north parking lot of Daryl Propp's office building at 2801 Youngfield. The second option put the ramps through the building itself. After Propp's attorney fired off an angry letter to Cabela's, CDOT and the City of Wheat Ridge threatening legal action, both proposals were immediately dropped. **Money Talks!** The sole focus for the hook ramps then became the Novachek property at 27<sup>th</sup> Avenue.

I challenge the Federal Highway Administration to investigate the political decision that was made to arbitrarily remove from further consideration the two options for 27<sup>th</sup> Avenue hook ramps through Daryl Propp's property. I further challenge FHWA to investigate the other viable traffic plans that were arbitrarily removed from consideration early on in the process that would have kept traffic patterns further north. Political decisions have been made at the top to expedite this development at all costs. After the threat of a potential lawsuit, all options focused on the residential neighborhood south of 27<sup>th</sup> Avenue.

In my Nov. 20 conversation with Kevin Maddox, F, H & U traffic engineer, I discussed the total frustration community members feel when their input is ignored and dismissed as irrelevant. I

**Comment #196-4:**

**Comment #196-5:**

**Response to Comment #196-4:**

You describe a phone conversation with Kevin Maddoux, an environmental scientist with Felsberg Holt and Ullevig. We do not generally feel it is appropriate to debate the content of specific conversations. However, Mr. Maddoux has indicated that his recollection of this conversation is different than you have stated. He has indicated that his intention was to encourage you to make specific written comments to voice your concerns, not discourage comments or indicate that they would not be considered.

**Response to Comment #196-5:**


Please refer to our response to Comment #4-1 in regard to the letter received by CDOT from Murray Wilkening P.C.

referred to the aforementioned letter from Daryl Propp's attorney which immediately caused Wheat Ridge/Cabela's to eliminate the hook ramp proposal affecting Propp's office building. I asked Mr. Maddox if it was just an exercise in futility for citizens to protest this traffic plan which will destroy the heart of Applewood when we have no high powered attorney representing us. "I think you just answered your own question," he replied.

This arrogant, invincible attitude is characteristic of the manner in which Cabela's, the City of Wheat Ridge and Felsberg, Holt & Ullevig have conducted business throughout this entire two year process. Cabela's even boasted of its "opening day" plans before the required public meetings had taken place! Thirty-five parcels, including 2 homes and 7 businesses, are slated to be taken in whole or in part by eminent domain to support this private development. I implore the Federal Highway Administration to take a clear stand against the ill-conceived traffic plan which forces traffic to overload the 32<sup>nd</sup> Avenue area, makes the eastbound I-70 ramps fail and forces relocation of those ramps to the Novachek property.

Thank you for listening, hearing but most importantly for **acting** on our public comments which we were told "are key considerations in CDOT and FHWA's final decision."

Sincerely,



Barbara Evans  
2055 Applewood Drive  
Lakewood, CO 80215  
(303) 237-8642  
email: rbeevans@hotmail.com

cc: Mr. Ed Martinez  
CDOT North Engineering, Reg. 6  
FAX: 303-398-6781

**Comment #196-6:**

**Comment #196-7:**

**Response to Comment #196-6:**

FHWA and CDOT were involved in each of the decisions made regarding the EA and provided oversight to the project team throughout the NEPA process. As indicated by the signatures on the first page of the document, the EA is a FHWA and CDOT document.

**Response to Comment #196-7:**

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

In summary, FHWA and CDOT have heard and understand you concern regarding the 27<sup>th</sup> Avenue hook ramps. However, we believe that these ramps are a needed part of the transportation solution for this area. We further believe that the analysis has been adequate, and that the Proposed Action includes mitigation to minimize the impact on the community.



**G. Rodgers  
Evans**

**Comment  
#197**

**Comment  
#197-1:**

**Comment  
#197-2:**

**Comment  
#197-3:**

**Comment  
#197-4:**

November 30, 2006

Monica Pavlik  
Federal Highway Administration, Colorado Division  
12300 W. Dakota Avenue, Suite 180  
Lakewood, CO 80228  
FAX: 720-963-3001

**Re: I-70/32<sup>nd</sup> Avenue Interchange Environmental Assessment**

Dear Ms. Pavlik,

While recognizing the need for growth and development it is critical to preserve the attributes that make Applewood a special place within the Denver metropolitan area. Those attributes are best characterized by low density, single family homes set in a suburban, if not, semi-rural environment.

The proposed development for the area southwest of I-70 and SH 58 is perhaps a bonanza for the prospective retailers but it's a nightmare for the long time residents. As such, it will unequivocally change the charm and character of Applewood. Nonetheless, meaningful mitigation to this change may be achieved through reasoned and thoughtfully designed public access.

As indicated in the preferred alternative, achieving direct, easy and safe access to the site is best accomplished via the proposed diamond interchange off SH 58. That interchange appropriately identifies the "front door" or entry to the development. Using the EA logic of linking other entrance and exit ramps for ease and identification of navigation, the SH 58 interchange should also function as the exit from the site. Thus, one should depart the Cabela's development at the same place as one arrived. No amount of re-design to the I-70 and 32<sup>nd</sup> Avenue interchange can do the same. The lack of available open land, coupled with existing public infrastructure make this option much more untenable and costly.

Presently 32<sup>nd</sup> Avenue is heavily congested and needs relief from the current traffic volume. Moreover, it serves as a key arterial to a junior high and elementary school. Additional community traffic that supports commercial retail activity is not in the best interest of school children safety – no matter what the degree of sidewalk widening, pedestrian way-finding and traffic signalization. Assuming this project proceeds, emergency access is both critical and required. It does not, however, necessarily need to be open to the public. Therefore, the Cabela Drive connection to 32<sup>nd</sup> Avenue should be sized for and restricted to only local traffic.

Additionally, it is only 3.2 miles from the Ward Road/I-70 interchange to the Denver West/I-70 interchange. That short distance does not meet the need for constructing a third interchange in-between. The projected cost for the I-70/32<sup>nd</sup> Avenue interchange with hooks ramps is \$27.6M. This one aspect of the project represents 24% of the total cost. The only more expensive component is the I-70/SH 58 interchange. Therefore, given the costs, neighborhood impacts and

**Response to Comment #197:**

Rodger Evans also provided additional written comments. Please refer to Comment #134.

**Response to Comment #197-1:**

Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning.

**Response to Comment #197-2:**

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

**Response to Comment #197-3:**

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

**Response to Comment #197-4:**

This EA is not proposing another interchange on I-70, but the reconstruction and redesign of the I-70/32<sup>nd</sup> Avenue interchange. In the Proposed Action, the eastbound I-70 on- and off-ramps are split from the westbound I-70 on- and off-ramps with offset hook ramps. The westbound I-70 ramps will be located at approximately 35<sup>th</sup> Avenue on the west side of I-70, and the eastbound I-70 ramps will be located at 27<sup>th</sup> Avenue on the east side of I-70.

earlier mentioned preference for the SH 58 site entry, I recommend that the I-70/32<sup>nd</sup> Avenue interchange and associated hook ramps be deleted from this project.

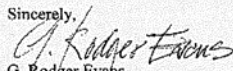
If this interchange is not deleted from the project, then the impacts to the surrounding neighborhood and environment are greater than the scope of this Environmental Assessment and are not even minimally addressed.

Even though this project is separated from the Cabela's new store, the two are inextricably linked. The City of Wheat Ridge has stipulated that neither their new store nor any other enterprise will receive a certificate of occupancy without these traffic improvements in place.

It is critical to note that the current traffic plan offered by Felsberg, Holt and Ullevig directs traffic on westbound 27<sup>th</sup> Avenue in an indirect, circuitous route northward before doubling back south to connect with the I-70 westbound. At the Nov. 9 Public Hearing, Chris Fasching, principal with Felsberg, Holt and Ullevig, mentioned to a small group of residents that traffic westbound on 27<sup>th</sup> Avenue "can just go south on Youngfield to 20<sup>th</sup> to connect with I-70 westbound" as an alternative. Nowhere in the Environmental Assessment is the devastating impact of this traffic on the neighborhood south of 27<sup>th</sup> Avenue along Youngfield even mentioned.

Lastly, in the Nov. 20 conversation my wife had with Kevin Maddox, F,H&U traffic engineer, she discussed the total frustration community members feel when their input is ignored and dismissed as irrelevant. She referred to a letter from Daryl Propp's attorney which immediately caused Wheat Ridge/Cabela's to eliminate the hook ramp proposal affecting Propp's office building. When she asked Mr. Maddox if it was just an exercise in futility for citizens to protest this traffic plan which will destroy the heart of Applewood when they have no high powered attorney representing them, he responded, "I think you just answered your own question." I cannot begin to express the outrage I have for this level of arrogance and disregard for following the federal statutes stipulated in the National Environmental Policy Act.

The goal of an Environmental Assessment is to seek through public involvement mitigating measures to federally funded undertakings. This EA is inadequate in both scope and depth of analysis to meet the National Environmental Policy Act. This study must be broadened and undertaken as a complete Environmental Impact Statement. Moreover, Felsberg, Holt and Ullevig engineers should be terminated and barred from any further federally funded projects. F,H&U is both unprofessional and technically incompetent.

Sincerely,  
  
G. Rodger Evans  
2055 Applewood Drive  
Lakewood, CO 80215  
(303) 237-8642  
email: rbecevs@hotmail.com

Comment #197-5

Comment #197-6:

Comment #197-7

Comment #197-8:

Comment #197-9

Comment #197-10

**Response to Comment #197-5:**

Please refer to our response to Comment #2-1 in regard to an EIS.

**Response to Comment #197-6:**

Currently, the Cabela's store is not scheduled to open until June 2008. As part of the City of Wheat Ridge's approval process for the development plan that includes the Cabela's store, the City of Wheat Ridge City Council has stipulated that the I-70 westbound hook ramps, the 40<sup>th</sup> Avenue underpass of I-70, widening of 32<sup>nd</sup> Avenue, Cabela Drive, and the SH 58/Cabela Drive interchange improvements must be constructed prior to the City of Wheat Ridge issuing a Certificate of Occupancy for the development.

**Response to Comment #197-7:**

The question specifically deals with traffic from the 27<sup>th</sup> /26<sup>th</sup> Avenue area heading to I-70 westbound. The Proposed Action would require this element of traffic to travel a bit further north out of direction given the new orientation of the westbound on-ramp being off of Cabela Drive. The perception of additional travel distance may encourage some drivers from the 27<sup>th</sup>/26<sup>th</sup> Avenue area to instead turn south onto Youngfield (rather than north) and make use of the Denver West interchange. With the congestion that occurs at the I-70/32<sup>nd</sup>/Youngfield interchange today, this might already be happening to some degree. While the Proposed Action might entail more vehicle-miles for this specific pattern, the analysis also shows that the Proposed Action would result in less delay at each of the intersections that this traffic component would travel through (as compared to the No Action), thus offsetting any travel-time increase created by out-of-direction travel. From the year 2030 traffic projections developed as part of the EA, any increase along Youngfield Street south of 27<sup>th</sup> Avenue (due specifically to this traffic pattern in question) would be approximately 100 to 200 vehicles per day. In other words, while some traffic might do this, it is not a large amount of traffic when compared to the other traffic patterns in the area, and travel-time wise it might be wash when considering the lower delays anticipated at the intersections.

Please refer to our responses to Comment #4-2 and to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.

**Response to Comment #197-8:**

FHWA and CDOT would like to stress that there has been an on-going and thorough public involvement effort conducted for this EA. We have gone to great effort to make project information and staff accessible, and have encouraged open communication throughout the process. We do not generally feel it is appropriate to debate the content of specific conversations. However, as indicated in our response to your wife's letter Mr. Maddox has indicated that his recollection of his conversation with your wife is different than you have stated. He has indicated that his intention was to encourage your wife to make specific written comments to voice her concerns, not discourage comments or indicate that they would not be considered.



	<p>our bicycling children. Many people in this area bicycle for fun, and many commute by bike -- a doctor neighbor bicycles from here each day to his clinic at the Lutheran Medical Center.</p> <p>In Europe and more progressive American communities, people commonly bicycle to work and back, to go shopping, to get around, on designated bike lanes and paths, even in the midst of large cities. Here, all too often, we're left to find our way along the gutter and curb with mechanized death roaring by inches from our elbows. Access from my neighborhood to the Clear Creek bike path going west into Golden, for example, requires me to get on 32<sup>nd</sup> to McIntyre, a death-defying journey which I'm amazed that so many bike enthusiasts do daily.</p> <p>Going to the Clear Creek bike path east, or if one wants to take it west and is willing to ride an extra mile to avoid riding on 32<sup>nd</sup>, one can take the Youngfield Service road to the Clear Creek bike path, which is now relatively benign because it carries little traffic. When that service road becomes a channel for Cabella's traffic, however, it will be as bad as or worse than 32<sup>nd</sup>, and the last safe access to the Clear Creek path will have been eliminated, and everyone in this community will be unable to reach the Clear Creek path without risking their lives – especially children, who lack the experience and skills needed to avoid being hit from behind, and who often wobble away from the straight line of progress necessary to stay on the very edge of the pavement and minimize the chance of being hit. UNLESS that road is sufficiently widened and equipped with a walk-way and sufficiently set-aside on-road bike lane.</p> <p>Best wishes, Bob Ebisch</p>	
<p><b>Barbara Barry</b></p> <p><b>Comment #199</b></p>	<p>Comment submitted as an email to CDOT Region 6 Traffic.</p> <p>We would like to know if the following configuration along Cabela's drive was analyzed and the results of this analysis.</p> <p>Northbound Cabela drive: Two through lanes north of 32nd with one terminating at the hook ramps to go westbound I-70 only. Past this, Cabela drive will have two lanes through the development. Southbound Cabela drive: Two through lanes through the development with one terminating at the hook ramp intersection. One through lane past the hook ramp intersection that will become three lanes at the intersection of 32nd ave - one right lane, one through/left turn lane and one left turn lane.</p>	<p><b>Response to Comment #199:</b> Barbara Barry also provided additional written comments. Please refer to Comments #142 and #228.</p> <p>Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p>

Sheila  
Bardwell

Comment  
#200

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

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

**Public Hearing Comment Form**

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

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

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

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

COMMENT: \_\_\_\_\_  
\_\_\_\_\_

In the interest of all, the Applewood community, the preservation of the identity of Wheat Ridge, and the abatement of traffic noise, the entrance and exit to Cabellas should be via Highway 58 and 44<sup>th</sup> Avenue. There is no necessity to drag traffic through a residential area, and I might add at an enormous price. The intersection of 44<sup>th</sup>, Ward Road, and Highway 58 is a disaster, necessitating a complete redesign, it seems logical and economically sensible to have the entrance and exits to Cabellas via this new interchange thus affording direct access to I-70 for both East and West bound traffic

WE MUST LEARN TO PROMOTE ECONOMIC DEVELOPMENT WITHOUT  
DESTROYING COMMUNITY LIFESTYLE.

Name: Sheila BARDWELL  
Address: 3446 Simms St Wheat Ridge, CO 80033  
Street City Zip Code  
Phone: 303-478-5484 Email: sheilabardwell@yahoo.com  
Date: 12-1-06

DEC-01-2006 FRI 02:43 PM FAX NO. P. 02

**Response to Comment #200:**

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

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

**Comment  
#201**



Board of County Commissioners

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

December 8, 2006

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

Dear Mr. Martinez:

Jefferson County is submitting the attached comments on behalf of residents for your consideration in the I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment (EA). A previous set of citizen comments was submitted to you on November 14, 2006.

The County's comments on the Environmental Assessment were submitted to you under separate cover. If you have any questions or concerns, please contact me at 303-271-8567.

Sincerely,

A handwritten signature in black ink, appearing to read "knewman".

Kate Newman  
Special Projects Coordinator

Attachments: Citizens comments

CC: Board of County Commissioners  
Jim Moore, County Administrator  
Nanette Neelan, Deputy County Administrator  
Monica Pavlik, Federal Highway Administration

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

**Response to Comment #201:**

FHWA and CDOT would like to thank Jefferson County for their involvement.

Mark  
Griswold

Comment  
#201A

Comment  
#201A-1

Comment  
#201A-2

**Environmental Assessment Comments**

MEMORANDUM

Date: December 4, 2006  
From: Mark Griswold, PG; Applewood Resident  
To: FHWA and CDOT representatives  
Subject: Draft I70-32<sup>nd</sup> Avenue Interchange Environmental Assessment Comments

The purpose of this memorandum is to identify several environmental issues that require additional analysis or which were improperly or inadequately evaluated during the current draft EA. I submit these comments based upon my 31 years of experience as a professional geologist and project manager in the environmental consulting and mining fields, during which time I have prepared and/or reviewed many similar environmental projects and reports. I am a long-time resident of the adjoining Applewood community and I use the current roadways for driving and bicycle commuting. I also make intensive use of 32<sup>nd</sup> Avenue, the Youngfield Service Road, and the Clear Creek Trail for recreational bicycling in addition to bicycle commuting.

1. **No Action Definition Inappropriate** – The current No Action Alternative is improperly defined. It assumes that the existing traffic and streets remain, that the currently planned CDOT projects at I70 and CO SH 58 and the City of Wheat Ridge improvements to Youngfield St. are completed, and that the proposed Cabela's Development and other Proposed Developments will be built (Figure 2-1). That is not a true baseline condition as called for in NEPA and the CEQ regulations. It is a hypothetical situation that is contradicted by prior publicly released information from the Cabela's group. Because the developers have repeatedly stated in public meetings and in writing that their proposed developments will not go forward without the full traffic improvement package for I70, 32<sup>nd</sup> Avenue, and SH 58 (the Proposed Action), this No Action Alternative is actually contingent upon the Proposed Action, not in contrast to it. Therefore, a true 'no action alternative' must be added to the EA in order to comply with the CEQ regulations, but it must be one that does not include the traffic-dependent style of development currently proposed by Cabela's. A proper 'No Action Alternative' would include the current traffic conditions, the completion of the planned CDOT and City improvements, and either no development in the proposed development area or the development of projects that are not intensely traffic-dependent such as light commercial, manufacturing, recreational or residential, but still in conformance with zoning.
2. **Water Resources Analysis Inadequate and Scale is Inappropriate** – The discussion of water resources in Section 4.10 is too overweighted toward surface water resources to the exclusion of groundwater resources and the interaction between both in the study area. Furthermore, the probable impacts that the Proposed Action will have upon groundwater in the Study Area are under represented and downplayed. More specifically in Section 4.10.1.5 there is only a cursory discussion of groundwater's general characteristics within the area when it is easy to observe on

**Response to Comment #201A:**

This comment was also received as an email to the project website.

**Response to Comment #201A-1:**

Please refer to our response to Comment #126-1 in regard to your comment on the No-Action Alternative with traffic from the proposed development compared to a No-Action Alternative without traffic from the proposed development.

**Response to Comments #201A-2:**

FHWA and CDOT appreciate your observations regarding groundwater-surface water interactions in the area. FHWA and CDOT believe that the groundwater and surface water analysis presented in the EA is adequate for the characterization of project impacts and identification of mitigation requirements. Further detailed evaluation will be conducted during final design to ensure that the transportation facilities are appropriate from both an engineering and resource protection standpoint.

As was described in the EA, relatively shallow groundwater conditions exist over portions of the study area. As was concluded in the EA, the Proposed Action is unlikely to have an adverse impact on groundwater based on the following:

- During final design detailed evaluation and engineering design will be conducted to ensure that the transportation facilities are compatible with the surface and subsurface conditions present at the site.
- During construction, stormwater management practices and dewatering permit conditions will be applied to protect surface water and groundwater resources from adverse effects of construction activities.
- Permanent drainage and water quality facilities will be designed, constructed, and maintained to mitigate adverse impacts of roadway runoff.
- Regardless of the area used for comparison (watershed or study area), the additional impervious area that will result from the Proposed Action is relatively small in comparison with the total area. Additionally, these impervious areas (roadways) are not concentrated in one location, but traverse the area. Therefore, these facilities would not be expected to have any substantial effect on the existing groundwater conditions.

**Section 4.20.4.7 Water Resources/Water Quality** in the EA discusses cumulative impacts to water resources in the cumulative impacts study area.

a daily basis that groundwater and surface water interactions within the area where the Proposed Action are more complex than this report portrays. In fact, in the time since the cut-and-fill actions related to the Cabela's site "reclamation" have been done, I have personally observed new groundwater seeps that have appeared on the north-facing slope just a few tens of feet west of I70 in the area where the Proposed Action will place the new I70 on-off ramps and their associated acceleration lanes and connecting streets. I have observed that those new seeps were a direct result of the construction done during the infilling process by Coors and Cabela's and I have made regular observations of those new groundwater-surface water interaction features during regular bicycle rides up and down the current Youngfield Service Road while accessing the Clear Creek trail. I question that these have not been adequately characterized at this point. Consequently, the full negative impacts that the construction of the Proposed Action will have upon the groundwater and surface water in the vicinity of the proposed new on/off ramps cannot be assessed nor any appropriate mitigative measures identified or taken. For example, the effects of excavation, compaction, loading, and creation of large impervious surfaces as well as channelization and control of storm-water discharge from those proposed features are likely to be great upon that area of the aquifer where groundwater and surface water interaction is already apparent.

The scale of the impact analysis for the water resources is flawed in Section 4.10.2. The EA continually refers to the entire watershed as the impact area. That level of analysis improperly directs the reader to believe there will be only a *de minimis* impact, when in fact the large increase in impervious surfaces will have substantial direct, indirect, and cumulative impacts upon the resources within the Study Area, which is the relevant control case to which the impacts of the Proposed Action should be compared. For example, the analysis states that the 20.54 acres of new impervious surfaces would only be 0.007% of the 446 sq. mile watershed, but the analysis scale should correctly be that the 20.54 acres of new impervious surfaces will represent a much larger proportion of the actual Study Area itself which appears to be about 5-6 sq. miles as represented in Figure ES-2. Therefore, the 20.54 acres represents approximately 0.6% of the 5.5 sq. mile study area (or proportionally 100-times larger in percentage). The Proposed Action will have a far greater local impact on water resources than is currently represented in the EA. The analysis should include evaluation of effects on the scale of the Study Area itself, as well as at the watershed scale. The flawed scaling results in inadequate mitigation of groundwater impacts. Because the current analysis is on a scale of the entire watershed, the mitigation measures that are offered for the impacts are inadequate for the true impacts at the scale of the Study Area. Additional mitigation needs to be identified for surface water and groundwater impacts at the scale of the Study Area, not at the Watershed scale.

3. **Timing of Completion of the Proposed Action is Flawed** – The timing of the completion the EB I70 to WB SH58 movement/flyover until after the opening of the development is unacceptable. In ALL previous communications between the developer, the county, CDOT and FHWA, it has been promised that all movements

December 2006

Comment  
#201A-3

**Response to Comment #201A-3:**

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



would be complete before the Cabela store is opened. This now directly contradicts and reneges upon all the prior promises that have been made by all parties in good faith for future public acceptance of the Proposed Action. This must be reanalyzed with all transportation improvements in place and functional before store opening.

4. **Naming of the New Roadway from the New 40<sup>th</sup> Avenue Underpass to 32<sup>nd</sup> Avenue is Flawed to Minimize Impacts on Local Community** – The new roadway proposed between the new 40<sup>th</sup> Avenue underpass to 32<sup>nd</sup> Avenue is currently proposed to be named Cabella's Drive Connection (see Figure 2-2). It actually aligns with the northward continuation of Zinnia Street. This segment of roadway should be named Zinnia Street until it meets the new Cabela Drive at the new 40<sup>th</sup> Avenue, which is shown in Figure 2-1 in associated with the No Action Alternative. By improperly naming the entire new roadway Cabela Drive, it will encourage nonlocal traffic to try to access the development from 32<sup>nd</sup> Avenue. Mapping software such as MapQuest will clearly route drivers to enter the development from wherever the named street would intersect with main arterial streets. The leg of the new roadway from 32<sup>nd</sup> to 40<sup>th</sup> Avenue should retain the Zinnia Street name as the logical extension of that street. From the intersection at 40<sup>th</sup> Avenue or more logically from the point where the new Cabela Drive shown in Figure 2-1 meets the new I70 on-off ramps. Using that naming convention would meet the repeated promises made by Cabelas, the City of Wheat Ridge, CDOT, FHWA, and Jefferson County to discourage traffic routing to and from the store through the surrounding neighborhoods. Naming the leg of the street from 32<sup>nd</sup> Avenue to 40<sup>th</sup> Avenue or to the new I70 on-off ramps would be a way to mitigate that impact and discourage 32<sup>nd</sup> Avenue from becoming the unintended gateway to the store development. Keep the Cabela name away from 32<sup>nd</sup> Avenue and focus it on the roadway where the store really will exist. This will also make the directional wayfinding signage more effective and is an economical way to achieve the wayfinding with appropriate street naming, not expensive and potentially confusing signage.

5. **Designated Bicycle Lanes are Needed in Most Areas, Not Just Wider Sidewalks** – Thirty second (32<sup>nd</sup>) Avenue is one of the most heavily bicycled streets in the region, especially on weekends when traffic to the Cabelas store will be at its maximum. Furthermore, there is even more intensive bicycle usage of the Youngfield Service Road to access the Clear Creek Trail from 32<sup>nd</sup> Avenue. Bicycle facilities and usage are addressed in Section 2.4.7.2, but inadequately. The designs need to include lined and marked in-lane bicycle lanes for those bicyclists to safely use besides mixed sidewalk/bikepaths adjacent to the roadways. It is well-known that most of the vehicles that will be drawn to this store will be a higher proportion of large oversize vehicles such as pickups, RVs, and SUVs with many of those often pulling trailers. The increase in this type of traffic, which are wider and longer than most current traffic using the existing roadways will be a deadly safety hazard for the local bicyclists. The safety of the bicyclists needs to be factored into the roadway designs. There are some locations where combination a sidewalk-bikeway is appropriate, but the new Cabela Drive and the extension of Zinnia Street north of 32<sup>nd</sup> Avenue is not one of those. In this location, a combination sidewalk-bikeway (i.e. a 'wider

December 2006

Comment  
#201A-4

Comment  
#201A-5

**Response to Comment #201A-4:**

Naming of local streets is typically falls under the jurisdiction of the local entity, in this case the City of Wheat Ridge. The proposed concept has apparent merit, and was considered by the City. The City considers the proposed Cabela Drive to be a continuous street from 32<sup>nd</sup> to 44<sup>th</sup> Avenue; and that the name should remain the same for clarity with respect to emergency access and life safety issues.

To minimize the development traffic use of the westbound I-70 exit, and hence 32<sup>nd</sup>, it is proposed that the interstate signage for the westbound I-70 off ramp remain the same as today, "Exit 264, Youngfield Street/32<sup>nd</sup> Avenue".

**Response to Comment #201A-5:**

Please refer to our response to Comments #39 and #61 in regard to your comments on bicycle lanes.

sidewalk) is a hazardous configuration where fast moving road bikes make up the majority of the bicycle traffic. Consider that the topography of the Zinnia Street and Cabela drive will allow the bicycles easily to reach 20-30 mph on the downhill ride to Clear Creek Trail from 32<sup>nd</sup> Avenue. Currently, when coasting from 32<sup>nd</sup> Avenue to the Animal Shelter on bicycles, it is easy to reach 30+ mph even with the degraded and deteriorated roadway surface on Youngfield Service Road. It will create very unsafe conditions to have bicycles traveling at those speeds because of the downhill grade to be on the sidewalk with pedestrians. The separation of bicycles from traffic with a painted, designated lane works well now on Youngfield Street between 27<sup>th</sup> Street and Colfax. A similar design is needed to mitigate the potential traffic hazards from and from the super-sized Cabela shopper traffic to bicyclists on the redesigned 32<sup>nd</sup> Avenue and the Zinnia Street-Cabela Drive. It is also necessary for separating bicycles from pedestrians on slopes where bicycles will easily reach roadway speeds.

- 6. Proposed Alternative Fails to Identify the Current and Future Mass Transit Features** – The Proposed Alternative fails to identify current RTD bus facilities (e.g. 38<sup>th</sup> Avenue and Youngfield Street transfer station, Ward Road and 44<sup>th</sup> Avenue Park & Ride) or how the current mass transit and future planned light rail/FastTracks facilities (i.e. Gold Line Route) will be integrated into the transportation grid. Please at least identify these on the maps and discuss them in the alternatives. The EA should also identify mitigations that would be related to encouraging the developers to create connectivity between their stores and these facilities (e.g. shuttles, added stops and RTD routing directly to the Cabelas, etc.) that will be able to be used by employees and shoppers. Connecting the mass transit facilities to the development and integrating them into the alternatives would be an additional mitigative factor that is currently missing from the EA. Encouraging mass transit use via connectivity will mitigate traffic usage and the environmental impacts of the Proposed Alternative.

Please revise the EA to address these issues in an adequate manner that at least meets the minimum requirements of the CEQ. If you have any questions or would like to discuss these further, please feel free to call me at 303 279-9331 or contact me at [markgris@comcast.net](mailto:markgris@comcast.net) or the address below.

Mark Griswold  
14095 Foothill Circle  
Golden, CO 80401

cc: Jefferson County Commissioners  
Applewood Property Owners Association

December 2006

Comment  
#201A-6

Comment  
#201A-7

**Response to Comment #201A-6:**

The travel demand forecasting for both the No-Action Alternative and the Proposed Action includes Phase I of the Gold Line, which is an 11.2 mile light rail transit project that extends from downtown Denver to Ward Road north of I-70. The Ward Road park-n-Ride facility could serve as the end of the line, although the final station locations will be identified as part of NEPA process for the Gold Line. Feeder bus routes are anticipated to serve the light rail station. **Section 3.5 Transit Access** discusses the current RTD bus routes serving the study area.

It is our understanding that RTD is considering adjusting their bus routes to accommodate the proposed development area west of I-70. In addition, the developers, in conjunction with RTD, are also investigating the possibility of relocating the current bus transfer operations at 38<sup>th</sup> / Youngfield to the proposed development site.

**Response to Comment #201A-7:**

Please refer to our response to comment #2-1 in regard to an EIS.

<p><b>Claudia Browne</b></p> <p><b>Comment #201B</b></p>	<p style="text-align: right;">Claudia Browne 14362 W. 30<sup>th</sup> Place Golden, CO 80401</p> <p>Mr. Ed Martinez CDOT North Engineering Region 6 4670 North Holly Street Denver, CO 80216</p> <p>December 5, 2006</p> <p>RE: Comments on Cabela's project Environmental Assessment</p> <p>Dear Mr. Martinez:</p> <p>The current environmental assessment process is an important opportunity to accurately assess the environmental impacts of the proposed Cabela's project so that meaningful mitigation measures and design adjustments can be made to ensure the sustainability of the Applewood neighborhood. As I have said on numerous occasions, this review process is not just about Cabela's rather it concerns the associated development and the commercialization of the Clear Creek valley which is a valued natural resource in our area. Because of the long-term significance of the decisions that CDOT will make, I urge you to require revisions to the EA and/or a more detailed EIS to better determine the true impacts.</p> <p>Overall, I believe the current EA document is seriously flawed for the several reasons listed below.</p> <ol style="list-style-type: none"> <li>1. The no action alternative is a false construct with erroneous assumptions about traffic volumes. The traffic volumes in the "no Action" alternative are by no means a "given", because while another commercial development may occupy the site, it would not necessarily be a development that draws 3 million cars per year. Therefore, the No Action alternative is an inappropriate basis for comparison. There needs to be sensitivity analyses comparing the proposed improvements to the other realistic alternatives such as "no improvements AND significantly lower traffic flows" (e.g., assuming a smaller local development that does not depend on regional traffic inflows and/or assuming only Cabela's without the traffic from the other 750,000 sq ft Wheat Ridge anticipates developing in the same area).</li> <li>2. The air and noise analyses do not adequately take into account the <i>cumulative</i> impacts of the project.</li> <li>3. Because of the inappropriate use of the No Action alternative and the absence of cumulative impact analysis, impacts from key issues such as air and noise are downplayed; and as a result, no meaningful mitigation measures are proposed such as providing alternative transportation to reduce the inflow of traffic.</li> </ol>	<p><b>Response to Comment #201B:</b></p> <p>This comment was also received as an email to the project website. Claudia Browne also submitted comments during the November 8, 2007 public hearing (Comment #126 and Comment #140) For our response to comments, please refer to Comment #126.</p>
--	---	--

**Comment  
#201B**

4. The EA does not provide a full explanation of its assumptions or a systematic fact-based analysis (e.g. about traffic volumes and vehicle mix, delivery vehicles, road usage), and therefore it is not possible to determine if the EA is complete, accurate, or reasonable.

For the reasons listed above, I believe the EA needs to be revised to address these and other concerns and/or that the process needs to move to a full EIS evaluation. However, we are losing confidence in the process and are at a critical crossroads. For 2 years we have tried to comment on inadequacies in the alternative screening process and assumptions made by FHU about traffic. Now that we have seen the lack of detailed consideration of our serious concerns and avoidance of mitigation measures, we are no longer comfortable with the developer and Wheat Ridge handling the scoping of the EA. We believe it is essential that at a minimum CDOT step in and provide more oversight and scrutiny of assumptions, analytical methods, and presentation of the environmental assessment process and results.

Thank you for your time and consideration of these comments.

Sincerely,

Claudia Browne  
Chair, Sustainable Applewood

Cc: Monica Pavlik

<p>Linda Chumbley</p> <p>Comment #201C</p> <p>Comment 201C-1</p> <p>Comment 201C-2</p>	<p>Date: December 6, 2006</p> <p>From: Linda Chumbley, Applewood Resident</p> <p>To: FHWA and CDOT representatives</p> <p>Subject: <u>Draft I70-32<sup>nd</sup> Avenue Interchange Environmental Assessment Comments</u></p> <p>I am very concerned about the EA's inadequate assessment of the cumulative impacts to our neighborhood. I feel the project is pushing forward without regard to the many and varied inputs of the community.</p> <p>The following was copied from Cabela's website:</p> <p><b>"Cabela's is dedicated to preserving your way of life not because it is our business, but it is our way of life as well."<sup>1</sup></b></p> <p>Really? Several of my neighbor's homes and businesses will be consumed and demolished because of this project. Where's the dedication to preserving their lives and livelihoods? All information that I've seen and heard over the last couple of years of this project's existence is <u>completely</u> contrary to that statement.</p> <p>Applewood residents have chosen to live in this area for very specific reasons. It's the quiet, semi-rural feel, the lack of crime etc, etc that makes Applewood, Applewood. I'm not a long-time resident of Applewood, but I have lived in the neighborhood for 7 years and have first-hand experience with what I call, "commercial creep". I define "commercial creep" as the slow, but never-ending consumption of vacant land by business or housing.</p> <p>I empathize with Cabela's desire to build their facility in the shadow of North Table Mountain. It's a beautiful location. However, building a Cabela's on the border of the Applewood neighborhood would not be "commercial creep"; it would be "commercial gluttony". If Cabelas was truly dedicated to preserving Applewood's way of life, it would not propose building Colorado's next biggest tourist attraction in Applewood's backyard.</p> <p>My suggestion – <b>RE-USE and RECYCLE!</b></p> <p>The former Stevinson Chevrolet dealership at Colfax and Indiana has been sitting empty, surrounded by chain-link fence for over a year. The facility has taken on an "urban blight" appearance. It would be the perfect location for Cabela's.</p> <p>I've heard the argument about that location and non-compete agreements with stores at Colorado Mills, but, certainly there must be a creative solution to that issue. The traffic</p> <p><sup>1</sup>  <a href="http://www.cabelas.com/cabelas/en/templates/community/aboutus/conservation.jsp?auPage=conservpart&amp;cm_re=aboutus*left*conservationpartners">http://www.cabelas.com/cabelas/en/templates/community/aboutus/conservation.jsp?auPage=conservpart&amp;cm_re=aboutus*left*conservationpartners</a></p>	<p><b>Response to Comment #201C:</b></p> <p><b>Response to Comment #201C-1:</b>  <b>Section 4.20 Cumulative Impacts</b> of the EA discusses cumulative impacts for the study area.</p> <p><b>Response to Comment #201C-2:</b>  Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning.</p>
--	--	---

**Comment  
#201C**

L. Chumbley Comments  
170-32nd Avenue Interchange EA  
Page 2 of 2

improvements are already in place, there's plenty of parking and Cabela's would provide a much needed "shot-in-the-arm" to the Mills.

Granted, Cabela's would not have the picturesque backdrop of the Clear Creek Valley at the Stevinson Chevrolet location and the city of Wheat Ridge would lose the tax revenue, but the qualities that make Applewood the desirable neighborhood that it is, would be preserved.

As for the proposed Cabela's site along Clear Creek, leave it as open-space. Open-space is not a bad thing. Every piece of land should not be required to generate revenue. And, YES, the traffic issues at 32<sup>nd</sup> Ave./Youngfield/I-70/SH 58 still need to be addressed. But if you aren't building to funnel 1 million "motor home driving", "trailer pulling" visitors each year through those interchanges, the solution will be much simpler and more economical.

Linda Chumbley  
14365 W. 30<sup>th</sup> Place  
Golden, CO 80401  
CHUMBLEYL@yahoo.com

December 2006

<p>J.G. Durant</p> <p>Comment #201D</p>	<p>November 4, 2006  Cabela's  1125 17<sup>th</sup> Street  Suite 1800  Denver, Colorado 80202</p>	<p><b>Response to Comment #201D:</b></p> <p><b>Response to Comment #201D-1:</b>  Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning.</p> <p><b>Response to Comment #201D-2:</b>  Please refer to <b>Section 2.5 Implementation Schedule</b> in the FONSI in regard to your comment on the construction timing.</p> <p><b>Response to Comment #201D-3:</b>  Traffic volumes generated by the Cabela's shopping center were estimated from trip rates and equations published in the Institute of Transportation Engineers' <i>Trip Generation</i> and from other Cabela's store facilities. Please refer to <b>Chapter 3 Transportation Analysis</b> of the EA and the October 2006 <i>Traffic Analysis Technical Report</i> for further explanation.</p> <p>The traffic analysis did account for a truck presence in the LOS analyses. The plan includes accommodating delivery trucks via the new SH 58/Cabela Drive interchange, and all roadway design was laid out to accommodate large vehicles like delivery trucks.</p> <p><b>Response to Comment #201D-4:</b>  FHWA and CDOT appreciate your concern related to traffic noise and air quality and also believe these effects require evaluation. <b>Section 4.5 Traffic Noise and Vibration</b> in the EA is a summary of the analysis that was performed as part of the EA to assess potential impacts from traffic noise to properties neighboring the proposed improvements. The October 2006 <i>Noise Impact Assessment Report</i> details the noise analysis conducted. <b>Section 4.4 Air Quality</b> of the EA, <b>Section 3.2 Additional Information and Clarifications to Air Quality</b> in the FONSI, and the October 2006 <i>Air Quality Assessment Report</i> detail the air quality analysis conducted. The EA does not address the lighting of the proposed development and Cabela's store because the proposed development and Cabela's store are outside the jurisdiction of FHWA and CDOT. Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning. As per CDOT standards, high-mast or mid-mast fixtures will be used to light the highway and ramps. The lighting selection process will consider shields, reflectors, and/or other measures to minimize light spill. Visual impacts are further discussed in <b>Section 4.16 Visual Character</b> of the EA. <b>Table 4-1 Summary of Proposed Action Impacts and Mitigation Measures</b> in the FONSI summarized the mitigation measures for the traffic noise, air quality, and visual impacts from the Proposed Action.</p> <p><b>Response to Comment #201D-5:</b>  The Proposed Action does not include improvements to McIntyre Street. The Proposed Action does include improvements to the Holman Street/44<sup>th</sup> Avenue intersection that will connect with Cabela Drive and the new SH 58/Cabela Drive interchange. Please refer to our responses to Comments #16 in regard to your comment on 44<sup>th</sup> Avenue/Cabela Drive/Holman Street intersection and #25 in regard to your comment on the mitigation of the effect of the new signalized intersection at 44<sup>th</sup> Avenue/Cabela Drive/Holman Street.</p>
<p>Comment #201D-1</p>	<p>City of Wheat Ridge Mayor  7500 West 29<sup>th</sup> Ave  Wheat Ridge, Colorado 80033</p> <p>This is my last personal contact with Cabela's either by regular mail, e-mail or attending meetings I will unsubscribe to your news letters. You have failed to respond to any direct questions and it has become more and more apparent that Cabelas has exerted enough pressure on Wheat Ridge and CDOT to make sure that your store is built at any cost. Cabela's, Wheat Ridge and CDOT have deceived the taxpayers into thinking all of the changes being done are for their benefit when in actuality Cabela's will reap the most benefit this includes the 44<sup>th</sup> and McIntyre exchange. All of this is being done at taxpayer's expense and you still have not satisfied one of the main problems that you said at the first meeting. "We will not open the store until the traffic problem is corrected" What you have done is provide easier/direct access to your business at taxpayer expense and this in no way changes the load of traffic on any of the streets, highways and interstates.</p>	
<p>Comment #201D -2</p>	<ul style="list-style-type: none"> <li>You have also failed to respond to the amount of customer traffic as well as delivery trucks in and out of Cabela's when the entire center is opened.</li> </ul>	
<p>Comment #201D -3</p>	<ul style="list-style-type: none"> <li>You have not addressed the fact of light, noise and air pollution that will be in the area. How would you like to live in the homes above you and wake up one morning and see a parking lot and at night enough lights at night to make it look like daylight?</li> </ul>	
<p>Comment #201D -4</p>	<ul style="list-style-type: none"> <li>The 44<sup>th</sup> and McIntyre change is for your benefit as it will hook up to Cabela Drive and the traffic increase will be such as to make it outdated before it is built. Businesses are already expanding on McIntyre no thanks to Cabelas, Wheat Ridge and CDOT.</li> </ul>	
<p>Comment #201D -5</p>	<ul style="list-style-type: none"> <li>You have created commercial expansion west of I-70, Youngfield and McIntyre that has forever changed properties.</li> </ul>	
<p>Comment #201D -6</p> <p>Comment #201D -7</p>	<ul style="list-style-type: none"> <li>The Jefferson County Commission and Wheat Ridge is looking at the revenue instead of the quality of life.</li> </ul>	

Comment  
#201D -8

Comment  
#201D -9

I cannot believe Wheat Ridge and CDOT would spend this amount of taxpayers money that benefits one company/shopping center.

Cabela's recently opened a store in Utah and by their account the traffic and sales have been outstanding. Did Cabelas miscalculate the traffic for their Wheat Ridge store? In any event the residents will pay for their mistake.

I have very few reasons to visit Wheat Ridge and no reason to visit Cabelas but why should you care because you got exactly what you set out to do from the very beginning. You made everyone think there were choices when in fact any of the choices would benefit Cabelas and would be at taxpayers expense.

I have seen waste but this has to be on top of the list. So many other highway projects are needed but CDOT was convinced this was a higher priority.

This is a perfect example of our Government in action because taxpayer money is easy to get.

Regards,  
J.G. Durant  
4823 Flora Ct.  
Golden, Colorado 80403

Copies:

Fairmount Improvement Association  
P. O. Box 1297  
Golden, Colorado 80401

Applewood Valley Association  
P.O. Box 25  
Golden, Colorado 80402

Ed Perlmutter  
2545 Youngfield St.  
Golden, Colorado 80401

Jefferson County Commissioner Kevin McCasky  
100 Jefferson County Parkway  
Golden, Colorado 80419

Governor Bill Owens  
136 State Capitol  
Denver, Colorado 80203

Federal Highway Administration  
12300 West Dakota Ave. Suite 180  
Lakewood, Colorado 80228

**Response to Comment #201D-6:**

These properties are zoned for commercial development, so FHWA and CDOT would expect commercial expansion to occur in these areas.

**Response to Comment #201D-7:**

Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning.

**Response to Comment #201D-8:**

Please refer to our response to Comment #201D-3, in regard to traffic volumes estimated for Cabela's. **Section 2.5 Funding and Phasing** in the EA provides estimates of the probable construction costs for the various transportation improvements and the funding source. **Section 2.4 Funding Status** in the FONSI discusses the preliminary assumption of costs for the Proposed Action.

**Response to Comment #201D-8:**

**Table 4-1 Summary of Proposed Action Impacts and Mitigation Measures** identifies the impacts of the Proposed Action and the mitigation measures for those impacts. In addition, impacts, such as full right-of-way acquisition, were used to eliminate alternatives and minimize impacts to residents. The alternative screening analysis is summarized in **Chapter 2 Alternatives** in the EA.



Rick Harper

Comment #202

**I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment**  
**WELCOME TO TONIGHT'S PUBLIC HEARING**  
November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

**Public Hearing Comment Form**

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

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

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

Ed Martinez  
Colorado Department of Transportation, Region 6  
4670 N. Holly Street  
Denver, CO 80218  
Fax: (303) 398-6781

COMMENT:

Cooks great should Relieve all  
pressure on 32<sup>nd</sup> ; youngfield.  
I'm for the proposal  
The job should have  
already started!

Name: Rick Harper  
Address: 96191 W. 44th Ave Wheat Ridge 80033  
Street City Zip Code  
Phone: 303-431-8383 Email: Rick.P.Harper@MSN.com  
Date: 12-7-06

Dec 07 2006 15:01 Centera Insurance Agency 970 266-1955

**Response to Comment #202:**

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

Starbucks  
Coffee  
Company

Comment  
#203



Starbucks Coffee Company  
3801 E. Florida Avenue  
Suite 915  
Denver, CO 80210  
303/758-0960  
FAX 303/758-3133

**VIA OVERNIGHT DELIVERY**

December 7, 2006

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

Re: I-70/32<sup>nd</sup> Avenue Interchange Project

Dear Mr. Martinez:

Starbucks Coffee Company was recently informed of the Federal Highway Administration and Colorado Department of Transportation proposed plan to alleviate traffic congestion along the I-70/32<sup>nd</sup> Avenue Interchange.

In reviewing the I-70/32<sup>nd</sup> Avenue Interchange Environmental Assessment, we note the plan includes a number of full and partial property acquisitions that impact our two, and only, company-owned stores in the city of Wheat Ridge. Starbucks has a store located at 12751 W. 32<sup>nd</sup> Avenue, and a second store at 3450 Youngfield Street.

While we appreciate the need for traffic improvements to provide for future growth and public safety, this plan will cause serious disruption to our business. It has significant and adverse implications for our partners (employees) and our customers.

The mitigation strategy outlined in the environmental assessment document indicates relocation benefits for businesses and residents displaced by the property acquisitions. We are very concerned the proposed mitigation strategies may not adequately address issues critical to the successful operations of our two locations in Wheat Ridge.

Starbucks typically selects store locations that are convenient to our customers, and sites which provide easy access for our store partners. Given the magnitude of the proposed project, we are concerned there are few sites within Wheat Ridge that offer

**Response to Comment #203:**

The property located at 12751 W. 32<sup>nd</sup> Avenue will be a full acquisition. At this time, no right-of-way will be acquired from the property at 3450 Youngfield Street.

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

All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). Unfortunately, the relocation benefits offered by this program are not enough to make businesses whole for all losses arising from relocation. The program only provides nominal benefits to assist with some of the costs associated with relocation. Regretfully, displaced businesses commonly incur financial damages, sometimes significant, for which there is no reimbursement in the federal-aid relocation program.

The three major areas of financial relocation benefits for displaced benefits are: (i) costs incurred searching for a replacement site, limited to \$2,500, (ii) moving expenses (no limit), and (iii) reestablishment, limited to \$10,000. Additionally businesses can also elect to accept a single payment "in-lieu" of all other relocation benefits; however, the "in-lieu" payment is limited to \$20,000. All of the payment limits imposed on these benefits were established in 1970 when Congress enacted the Uniform Act. These limits have not been modified since and are obviously incongruent with present economic realities. FHWA is considering asking Congress to modify these limits.

These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.

Please refer to our response to Comments #4 and #99 for other affected properties.

Comment  
#203



**Starbucks Coffee Company**  
3801 E. Florida Avenue  
Suite 915  
Denver, CO 80210  
303/758-0960  
FAX 303/758-3133

comparable access and convenience. We feel our business may suffer irreparable harm due to the displacement and disruption of service.

We strongly encourage FHWA and CDOT to carefully evaluate the significant impacts the I-70/32<sup>nd</sup> Avenue Interchange Project will have on businesses like Starbucks. Again, we applaud your agency for having the vision to consider the long-term future of Wheat Ridge. We also ask that you carefully evaluate the near-term fiscal and physical impacts that affect the livelihoods and lifestyles of those who live, work, and conduct business in Wheat Ridge.

Sincerely,

A handwritten signature in black ink, appearing to read "Carl Hauch".

Carl Hauch  
Regional Vice President  
Starbucks Coffee Company

cc: Ms. Monica Pavlik, FHWA, Colorado Division

Applewood  
Property  
Owners  
Association

Comment  
#204

Comment  
#204-1

Dec 07 06 11:21a

p. 1

### Applewood Property Owners Association

December 7, 2006

VIA FACSIMILE (720) 963-3001 and Regular Mail

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

VIA FACSIMILE (303) 398-6781 and Regular Mail

Mr. Ed Martinez  
CDOT North Engineering Region 6  
4670 North Holly Street  
Denver, CO 80216

Re: I-70/32<sup>nd</sup> Avenue Interchange Environmental Assessment (EA)

Dear Ms. Pavlik and Mr. Martinez:

I am writing on behalf of the Applewood Property Owners Association, an association representing approximately 1,000 households in the area immediately adjacent to the project covered in the above-referenced EA. First, as publicly expressed by our representative at the EA open meeting on November 9, 2006, we appreciate the efforts CDOT has made to work with the surrounding neighborhoods to improve this project. We now find it necessary to call upon CDOT again to address what we see as significant shortcomings of the EA in assessing project impacts and identifying adequate measures to mitigate these impacts to our neighborhood and the environment.

Our review of the EA yielded numerous comments which we believe must be addressed before any contemplation of a Finding of No Significant Impact is possible. These comments can be grouped broadly into four categories, as follows, and as elaborated on in the attached Exhibits.

1. We object to many of the assumptions underlying the comparison between the "No Action" and "Proposed Action" alternatives. Most crucial of these is the inclusion of traffic from the proposed Cabela's and related commercial development under the No Action alternative. This development is regional in nature and traffic estimates resulting from its expected regional draw far exceed those which could be anticipated from more typical locally-oriented commercial development. As all parties have repeatedly acknowledged, the proposed development will not be constructed unless and until approval is granted for essential roadway improvements to serve the projected traffic. Indeed, this EA was commissioned precisely because of the need for improvements to state and federal roadways to facilitate the project and the development cannot be completed until CDOT and FHWA approve connection of the proposed Cabela Drive to roadways within state and federal jurisdiction. Through

Response to Comment #204:

Response to Comment #204-1:

Please refer to our response to Comment #126-1 in regard to your comment on the No-Action Alternative with traffic from the proposed development compared to a No-Action Alternative without traffic from the proposed development.

Ms. Monica Pavlik  
Mr. Ed Martinez  
December 7, 2006  
Page 2 of 9

all the numerous proceedings that have occurred over the last two years, this EA is the ONLY government assessment of the environmental impacts flowing from the tens of thousands of additional cars per day expected to travel these roads solely as a result of this development. The inclusion of this traffic in the "No Action" alternative makes a finding of "No Significant Impact" a foregone conclusion. Consequently, the analysis under an "environmental assessment" becomes a sham. We trust CDOT and FHWA's production of a decision document will ensure that a true evaluation of the environmental impacts of traffic from this project will be undertaken and presented to the public in accordance with the letter and spirit of applicable laws and regulations. Please see Exhibit A to this letter regarding numerous issues in the EA related to the assumptions used in the construct of the "No Action" and "Proposed Action" alternatives.

2. Cabela's store opening must be delayed until completion of all essential road improvements, including the completion of the I-70/CO-58 interchange. At numerous public meetings, and as acknowledged in the EA, the developer and the City of Wheat Ridge have repeatedly represented that necessary transportation improvements will be in place before Cabela's opening day (see, e.g., EA Executive Summary, ES-27; see also, letter to Mayor DiTullio attached as Exhibit B). Among these improvements, completion of the missing I-70/CO-58 interchange is especially essential for traffic to access the "front door" of the project from CO-58. The missing interchange ramps are assumed under the "No Action" alternative and are integral to the functioning of other improvements included in the "Proposed Action." Yet, the EA states that completion of the interchange is not expected until six to twelve months after store opening. This timetable is unacceptable to APOA.

We strongly believe that the integrity of the Proposed Action and the EA hinges on completion of this interchange. We note that the development requires legal access from the planned Cabela Drive to the public road system in order to function. Such access should be withheld until construction of the missing I-70/CO-58 interchange ramps is complete. Alternatively, additional environmental impact analysis must be undertaken to reflect the true impacts within the study area of project traffic (as discussed in item 1 above) until such time as the missing interchange ramps are open for use.

Further, we question whether the proposed laneage of Cabela Drive just north of 32<sup>nd</sup> Avenue, as compared with the laneage at the "front door" where Cabela Drive will intersect with CO-58, is primarily designed to accommodate increased traffic at 32<sup>nd</sup> Avenue because of the anticipated delay in access to the front door from eastbound I-70. Consistent with the oft-stated commitment that access to the development site via 32<sup>nd</sup> Avenue will be minimized, we ask that this design be reassessed in light of a schedule that postpones store opening until the interchange is completed.

3. The EA, as written, contains numerous inaccuracies, inconsistencies and flaws in analysis. Of particular concern is the inadequate mitigation of noise impacts to

**Response to Comment #204-2:**

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

**Response to Comment #204-3:**

Please refer to our response to Comment #5-1 in regard to your comment on noise along 32<sup>nd</sup> Avenue west of I-70.

Comment #204-2

Comment #204-3

Ms. Monica Pavlik  
Mr. Ed Martinez  
December 7, 2006  
Page 3 of 9

residential areas closest to the proposed westbound I-70 hook ramp at approximately 35<sup>th</sup> Avenue. We strongly believe construction of noise walls along the west side of the ramp entering I-70 is necessary to minimize noise caused by vehicles accelerating up the ramp as it climbs to the proposed bridge over 32<sup>nd</sup> Avenue.

We have compiled our other comments on the EA's inaccuracies, inconsistencies, and flaws in analysis in the attached Exhibit C. Many of these call into question whether an unbiased analysis has been undertaken. Certainly these issues must be addressed before a FONSI is possible.

- 4. We support the concerns of our neighbors to the north in Fairmount regarding mitigation of traffic in the area of 44<sup>th</sup> Avenue and Holman Street, and the concerns of our neighbors to the east in the Applewood Valley Association area regarding construction of new ramps at 27<sup>th</sup> Avenue. The Fairmount Improvement Association, the Applewood Valley Association, and numerous residents of these areas have submitted comments to the EA regarding these issues. APOA supports the concerns of these neighbors and requests that their concerns be fully and thoroughly addressed in the final EA and any decision document.

\*\*\*

Approval of the Cabela's project would bring enormous impacts to our neighborhood. We expect nothing less than a comprehensive, unbiased environmental assessment to ensure that all project impacts are fully assessed and mitigated. Given the inadequacies of the current EA draft, we find we must now put our trust in CDOT and FHWA to undertake the unbiased and thorough analysis required for a project of this magnitude.

Sincerely,



Jack Hoopes  
President, Applewood Property Owners Association

- cc: Governor Bill Owens
- Governor-elect Bill Ritter
- Senator Ken Salazar
- Senator Wayne Allard
- Congressman Bob Beauprez
- Representative-elect Ed Perlmutter
- State Senator Moe Keller
- State Representative Cheri Jahn
- State Representative Gwen Green
- Jefferson County Commissioners
- Commissioner-elect Kathy Hartman

**Response to Comment #204-4:**

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

Comment #204-4

Ms. Monica Pavlik  
Mr. Ed Martinez  
December 7, 2006  
Page 4 of 9

EXHIBIT A

1. General comments concerning assumptions and scoping

- a. The EA study area extends east to Kipling Street and south to 20<sup>th</sup> Avenue, yet there is little to no discussion of project impacts or mitigations beyond the immediate area of the I-70/32<sup>nd</sup> Avenue interchange. The EA needs to expand its treatment of impacts throughout the study area.
- b. The stated goal in developing study alternatives was "accommodating traffic volumes identified in the traffic analysis." (Page 2-2). This is far too narrow for a project of this magnitude. The goals for development of alternatives and for EA analysis should be expanded to encompass broader goals such as community design and quality of life issues.
- c. Improvement of the 32<sup>nd</sup> Avenue/Youngfield Street intersection has long been part of the metro-wide backlog of projects identified by DRCOG and CDOT as part of an "unconstrained" Transportation Improvement Plan (TIP). Yet, these improvements are absent from the "No Action" alternative. Given the 2030 planning horizon, the "No Action" alternative should include eventual improvements to the 32<sup>nd</sup> Avenue/Youngfield Street intersection.

2. Water Quality Analysis

The EA contains little to no detailed analysis of the cumulative impacts of the project at the neighborhood scale. For example, the EA should consider local impacts to the Clear Creek subwatershed and local drainage features, rather than conclude that only 0.01% of the entire watershed will be impacted.

3. Noise analysis

With the inclusion of development related traffic in the "No Action" alternative, the applicant has avoided comparison of development-related traffic noise as compared with noise from locally-based development. Further, the EA does not consider the increased impact of noise on the surrounding homes as trucks, RVs, and cars accelerate from Cabela Drive onto I-70 via the proposed new westbound hook ramp. A more complete analysis of the resulting noise and a requirement for noise barrier mitigation along the new on-ramp must be included in the decision document.

Comment #204-5

Comment #204-6

Comment #204-7

Comment #204-8

Comment #204-9

**Response to Comment #204-5:**

Please refer to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in regard to your comment on traffic impacts.

**Response to Comment #204-6:**

Meeting the objectives of local and regional plans (community design) and maintenance of community character and aesthetics (quality of life) were used as screening criteria during the fourth-level screening. Please refer to **Section 4.2 Alternatives Considered** and Appendix C *Screening Matrix* of the EA.

**Response to Comment #204-7:**

As stated in **Section 2.3 No-Action Alternative** of the EA, the transportation projects currently planned in the vicinity of the I-70/32<sup>nd</sup> Avenue interchange that are included in the No-Action Alternative have committed or identified funds for construction and will be made regardless of whether or not any improvements are made to the I-70/32<sup>nd</sup> Avenue interchange. Projects included in the unconstrained part of the Transportation Improvement Plan are unfunded and consequently were not included in the No-Action Alternative.

However, the Northwest Corridor Combined Alternative, which includes a freeway facility along SH 93 and US 6 through Golden and McIntyre Street as a four-lane arterial, was included in the travel demand forecasts for the No-Action Alternative because CDOT did not want to make this size of an investment in an improvement without accounting for the potential traffic from this project.

**Response to Comment #204-8:**

Cumulative impacts are those that may result from the incremental impacts of a particular action when added to other past, present or reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. The cumulative impacts study area was chosen based on the resources to be analyzed for cumulative impacts because it encompasses nearby areas of current and planned development. A neighborhood scale cumulative impacts study area would be too narrow in focus and would not account for local or regional projects.

**Response to Comment #204-9:**

Please refer to our response to Comment #5-1 in regard to your comment on noise along 32<sup>nd</sup> Avenue west of I-70.

Ms. Monica Pavlik  
Mr. Ed Martinez  
December 7, 2006  
Page 5 of 9

4. Air Quality Analysis

The "Proposed Action" alternative shows an improvement in air quality when compared to the "No Action" alternative which includes proposed development traffic. As previously stated, since development of this magnitude could not proceed without improvements like those planned under the "Proposed Action," this is essentially a false construct. The air quality analysis should compare the "Proposed Action" with a "No Action" alternative that contemplates more typical local growth – the only growth that can realistically occur without the proposed improvements. This is particularly evident at page 4-47. Although sensitive receptors are referenced here, the EA does not address the specific impact of increased traffic to the air quality at homes and schools in this area.

Comment  
#204-10

**Response to Comment #204-10.**

Please refer to our response to Comment #126-1 in regard to your comment on the No-Action Alternative with traffic from the proposed development compared to a No-Action Alternative without traffic from the proposed development. In addition, clarification has been added to **Section 3.2 Additional Information and Clarifications to Air Quality** in the FONSI.



Comment  
#204-11

Dec 07 06 11:22a

p. 6

Ms. Monica Pavlik  
Mr. Ed Martinez  
December 7, 2006  
Page 6 of 9

EXHIBIT B

Rhonda G. Teitelbaum  
15021 W 29 Ave  
Golden, CO 80401

August 15, 2006

City of Wheat Ridge-Municipal Building (City Hall)  
7500 West 29<sup>th</sup> Ave  
Wheat Ridge, CO 80033

Dear Mayor DiTullio:

Thank you for taking the time after last night's lengthy hearing on the Coor's/Cabela's zoning matter to speak "off the record" with several of us from communities neighboring the proposed development. We truly appreciate your careful consideration of the many issues pertaining to this development and your continuing promise to work with the surrounding communities to ensure a first rate project.

In that regard, we especially appreciate your assurance that a certificate of occupancy will not be issued to Cabela's until ALL the contemplated roadway improvements are completed, including the missing links between SH 58 eastbound and I-70 westbound and between I-70 eastbound and SH 58 westbound. Needless to say, these interchanges are critical to the traffic analysis contained in Cabela's Traffic Study submitted with the zoning application and are shown as completed in all diagrams reflecting 2008 traffic volumes and recommended improvements. They were also referred to in presentations by the applicant at last night's hearing as part of the solution to the current and anticipated traffic problems in the area. We appreciate your commitment, in a public forum, if not on the public record, that completion of these interchanges, along with the other "2008 improvements" reflected in Cabela's Traffic Study, is essential and will be required by the City of Wheat Ridge before Cabela's will be permitted to open for business.

Sincerely,

/s/ Rhonda Teitelbaum

/s/ Barbara Barry

/s/ Jan Sherman

**Response to Comment 204-11:**

Please refer to our responses to Comment #10-2 in regard to your comment on Cabela's and local land use planning.

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

Ms. Monica Pavlik  
Mr. Ed Martinez  
December 7, 2006  
Page 7 of 9

**EXHIBIT C**

1. Traffic Impacts

- a. Section 3.8, beginning on page 3-18 only addresses traffic on 32<sup>nd</sup> Avenue. It is silent on impacts to the surrounding residential areas such as the impact of spillover traffic to Eldridge and Alkire Streets south of 32<sup>nd</sup> Avenue. More complete impact assessment is needed.
- b. The final bullet in Section 3.9 on page 3-20 is unclear as to how much traffic is expected to use 32<sup>nd</sup> Avenue for access to the development. Is the projected 19,000 vpd (30 to 35% of development traffic) before or after completion of the I-70/CO 58 interchanges? If the new diamond entrance/exit from CO-58 is intended as the front door, why does it account for less than half of the development traffic? If these are realistic projections, then further mitigation is needed to ensure traffic will be directed via CO-58 and limited at other access points. An additional nineteen thousand vehicles per day on 32<sup>nd</sup> Avenue is simply unmanageable and is inconsistent with commitments the parties have made to the surrounding communities since the inception of this project.
- c. Bicycle facilities and usage are addressed in Section 2.4.7.2, but inadequately. The prevalence of cycling as an alternative means of transportation within the study area, as well as for recreation, needs to be recognized and encouraged in the project design. The designs need to include lined and marked in-lane bicycle lanes for bicyclists to use besides mixed sidewalk/bikepaths along roadways. The safety of the bicyclists needs to be factored into the roadway designs. Using combination sidewalk-bikeway is a hazardous configuration where fast moving road bikes used as transportation make up the majority of the bicycle traffic. Painted bike lanes, in addition to wide sidewalks, are needed to increase safety.
- d. The Proposed Action alternative fails to identify current RTD bus facilities (e.g. 38<sup>th</sup> Avenue and Youngfield Street transfer station, Ward Road and 44<sup>th</sup> Avenue Park & Ride) or how the current mass transit and future planned light rail/FastTracks facilities (i.e. Gold Line Route) will be integrated into the transportation grid. Treatment of mass transit access and facilities is needed. The EA should identify mitigations that encourage mass transit use (e.g. shuttles, added stops and RTD routing directly to Cabelas, etc.).

2. Air Quality Issues

The EA uses computer modeling based on EPA projected air pollution reductions to reach a conclusion of no impact to air quality (see, e.g., page 4-46). However, no remedy is provided should actual impacts prove to be greater than those

Comment #204-12

Comment #204-13

Comment #204-14

Comment #204-15

Comment #204-16

**Response to Comment #204-12:**

South of 32<sup>nd</sup> Avenue, Eldridge and Alkire Streets have limited continuity. The vast majority of traffic that would make use of these roadways would likely be destined-to or originating-from the immediate residential area that it serves. During construction, measures will be explored to minimize the amount of traffic that might utilize local streets.

**Response to Comment #204-13:**

At the westbound I-70 hooks ramps, which access Cabela Drive, the majority of the traffic will not be destined for the proposed development but for other adjacent commercial and residential areas. Approximately 75 percent of the traffic on Cabela Drive, south of the proposed development, is destined or originates from a local commercial or residential area. The 19,000 vehicles per day projection is comprised of only 4,800 vehicles per day associated with the proposed development and Cabela's. Please refer to **Chapter 3 Transportation Analysis** of the EA and the October 2006 *Traffic Analysis Technical Report* for further explanation. The analysis assumes completion of the current CDOT I-70/SH 58 interchange improvements.

**Response to Comment #204-14:**

Please refer to our responses to Comments #39 and #61 in regard to your comment on bicycle lanes.

**Response to Comment #204-15:**

The travel demand forecasting for both the No-Action Alternative and the Proposed Action includes Phase I of the Gold Line, which is an 11.2 mile light rail transit project that extends from downtown Denver to Ward Road north of I-70. The Ward Road park-n-Ride facility could serve as the end of the line, although the final station locations will be identified as part of NEPA process for the Gold Line. Feeder bus routes are anticipated to serve the light rail station. **Section 3.5 Transit Access** discusses the current RTD bus routes serving the study area.

It is our understanding that RTD is considering adjusting their bus routes to accommodate the proposed development area west of I-70. In addition, the developers, in conjunction with RTD, are also investigating the possibility of relocating the current bus transfer operations at 38<sup>th</sup> / Youngfield to the proposed development site.

**Response to Comment #204-16:**

Given that air pollutants are not predicted to exceed the National Ambient Air Quality Standards (NAAQS) in the future as a result of implementing the Proposed Action, mitigation measures for air quality are not necessary for the project. Future emissions from on-road mobile sources will be minimized globally through several federal regulations. The Denver area maintenance plans for carbon monoxide, ozone, and particulate matter will serve to avoid and minimize pollutant emissions from project area roads. In addition, clarification has been added to **Section 3.2 Additional Information and Clarifications to Air Quality** in the FONSI.

Ms. Monica Pavlik  
Mr. Ed Martinez  
December 7, 2006  
Page 8 of 9

predicted. We believe provision should be made for independent actual measurements to be taken before and after the development, and for mitigation to be required if actual measurements show a material impact to air quality. Bonds should be posted now to allow for fulfillment of future mitigation requirements. There is also no consideration of measures such as significant tree planting to offset the environmental damage related to this project.

3. Light Pollution

The EA contains no discussion whatsoever regarding light pollution related to the development, increased development traffic, highway lights, nighttime construction, etc. and consequently there are no commitments regarding mitigation.

4. Social and Economic Impacts

a. At the bottom of page 4-15, the EA states, "economic impacts from the Proposed Action are expected to be positive in nature. . . The transportation improvements are expected to improve accessibility to retail and commercial facilities currently located on Youngfield Street. . ." Yet, there is no data or analysis in the EA to support this conclusion. A more thorough study of the potential impacts to existing local businesses, particularly those on Youngfield Street south of 27<sup>th</sup> Avenue should be conducted.

b. Based on the review on page 4-23, it appears that the only tactic that was used to reach out to low-income and minority populations was publication of a single bilingual newsletter. This assumes the only low-income people are Spanish speaking.

5. Public involvement

a. In Table ES-2, and in many other places in the document, there is reference to "future public involvement," including involvement during the design and construction "to ensure final design is compatible with local community and disruption is minimized" and "on aesthetic issues such as bridge design treatments at grade-separated intersections, and retaining walls." The EA does not indicate whether the public will have an opportunity to influence the public involvement process design, how the process will be conducted, what we can expect, or who will ensure that the process is adequate and the comments are taken into account in final plans.

b. Table 6-3 on page 6-10 omits the APOA meeting held on November 30, 2004 where Cabela's representatives appeared, as well as a subsequent meeting on February 10, 2005, both held at The Manning School in Applewood. These should be added to the table.

Comment #204-17

Comment #204-18

Comment #204-19

Comment #204-20

Comment #204-21

**Response to Comment #204-17:**

Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning.

**Response to Comment #204-18:**

The businesses along Youngfield Street, south of 27<sup>th</sup> Avenue, will not be directly impacted by right-of-way acquisitions or loss of access and are expected to benefit from improved accessibility from eastbound I-70 provided by the transportation improvements.

**Response to Comment #204-19:**

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations* was issued in 1994 to address social equity in the sharing of benefits and burdens of specific projects or programs. The project newsletter was translated into Spanish to provide special outreach to low-income and minority populations located in the study area. The project newsletter was also provided in English. No other minority groups with specific language needs were identified. Please refer to the October 2006 *Environmental Justice Evaluation Technical Report* for detailed information on how the presence of low-income and minority groups were identified.

**Response to Comment #204-20:**

FHWA and CDOT are committed to on-going public involvement during final design. The specific public involvement activities and methods for future involvement will be determined during final design.

**Response to Comment #204-21:**

The meeting you reference was not sponsored by FHWA and CDOT.

Ms. Monica Pavlik  
Mr. Ed Martinez  
December 7, 2006  
Page 9 of 9

6. Parks and Recreation

- a. This section of the EA addresses impacts and mitigation but overlooks the tremendous opportunity the development affords to improve park and recreational resources, particularly in light of the recreational focus of Cabela's as development anchor. This is particularly true with respect to the Clear Creek trail and areas adjacent to the Creek.
- b. Although the EA contemplates replacements and improvements to pedestrian and bicycle facilities, funding for these has not been delineated. We have been advised, "off the record" at the November 9, 2006, public meeting that funding for these improvements falls to the party responsible for constructing the related section of roadway. The decision document should clearly disclose these additional funding commitments.

Comment #204-22

Comment #204-23

**Response to Comment #204-22:**

Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning.

**Response to Comment #204-23:**

The funding for pedestrian and bicycle facilities are included the cost estimate for each component of the Proposed Action. **Section 2.4 Funding Status** of the FONSI identifies the various funding sources for each component of the Proposed Action.

Steve Howard

Comment #205

Comment #205-1  
Comment #205-2

**I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment**

**PUBLIC HEARING COMMENT FORM**

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

November 9, 2006  
4:00 – 8:00 p.m.

**Public Hearing Comment Form**

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

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

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

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

COMMENT: *I-70 WEST TO WARD RD North extend existing Lane & provide an additional lane so that we have 2 lanes north from the off ramp. This would help minimize the current backups. Sometimes on I-70 creating a real hazard as cars are going 75 mph passing stopped cars wanting to go on to ward rd. I would like to see a double ramp for south bound Sims and north bound WARD FROM I-70*

*This Area will only get worse with the new Casillas (The Salt Lake City Casillas had similar visitors)*

*We also have a new and improved Wal-mart which will increase traffic as well. How about new light rail!*

*My business is both impacted with our employees and service tech's being delayed in a daily basis.*

Name: *Steve Howard American Garage Door*  
Address: *11919 W I-70 Frontage Rd N, Suite 111 Wheat Ridge, CO 80033*  
Phone: *303-321-6065* Email: *Steve@americangaragedoor.net*  
Date: *12-5-06*

*SHH map mcr.*

**Response to Comment #205:**

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

**Response to Comment #205-1:**

As an existing land use, Wal-Mart is included in the DRCOG forecasts for the study area.

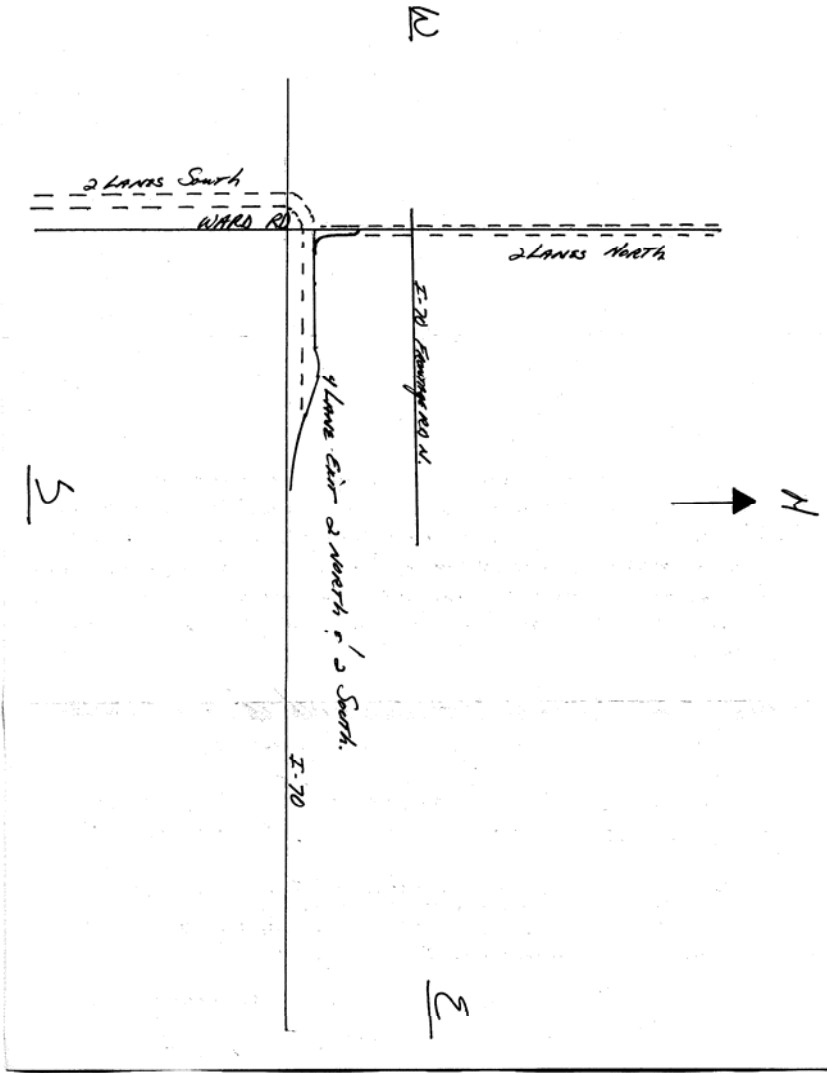
**Response to Comment #205-2:**

The travel demand forecasting for both the No-Action Alternative and the Proposed Action includes Phase I of the Gold Line, which is an 11.2 mile light rail transit project that extends from downtown Denver to Ward Road north of I-70. The Ward Road park-n-Ride facility could serve as the end of the line, although the final station locations will be identified as part of NEPA process for the Gold Line. Feeder bus routes are anticipated to serve the light rail station.

**Section 3.5 Transit Access** discusses the current RTD bus routes serving the study area.

Steve Howard

Comment  
#205



Chris  
Jacobsen

Comment  
#206

**I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment**

**PUBLIC HEARING COMMENT FORM**

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

November 9, 2006  
4:00 – 8:00 p.m.

**Public Hearing Comment Form**

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

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

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

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

COMMENT: Regarding I-70/WARD RD. Interchange:

Considering a light rail station will be built off Ward north of I-70 and considering there is ~~significant~~ <sup>significant</sup> 17.5-hour congestion on the west-bound Ward Rd. exit for north flow to Ward, I strongly recommend adding/widening the west bound exit to accommodate another lane to go north on Ward. In addition, extending the acceleration lane to the Frontage Rd would be a wise move. Every night there is a huge back-up extending back onto I-70—very dangerous.

Name: Chris Jacobsen  
Address: 11919 W. 48th Ave #704 Wheat Ridge 80033  
Street City Zip Code  
Phone: 3/466-7574 Email:  
Date: 12/3/06

Tuesday Custom Bags  
11919 W 48th Ave, #104  
Wheat Ridge, CO 80033

**Response to Comment #206:**

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

Francis  
Langdon

Comment  
#207

p.1

*TO:*

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

3570 Miller Street  
Wheat Ridge, Colorado 80033  
November 29, 2006

Subject: PUBLIC COMMENT TO I-70 / 32nd Avenue INTERCHANGE

I would like to voice my opinions in favor of the proposed changes to correct the problems on I-70 at 32nd Avenue, Ward Road, Youngfield Street and SH 58.

With the increased traffic in this area, these changes are long overdue.

I am in favor of the proposed changes because this completed project will correct traffic problems as people make short daily trips in this area of Jefferson County and as they travel to and from the mountains to enjoy both summer and winter activities.

I am also in favor of the project as it includes "preplanning" for bike lanes, wider sidewalks for pedestrians, improved school safety, and access to the Clear Creek Trail system.

I hope the completed project will make the Cabella's development a model for other developments in the area.

Thank you for listening to my opinions,

*Frances L. Langdon*  
Frances L. Langdon  
56 year Wheat Ridge Resident

303-424-3303

*fax 303-425-0374*

*fax # 303-398-6781*

*1 page -  
no cover*

**Response to Comment #207:**

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



Mike Larkin

Comment #208

**I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment**

**WELCOME TO TONIGHT'S PUBLIC HEARING**

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

November 9, 2006  
4:00 – 8:00 p.m.

**Public Hearing Comment Form**

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

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

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

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

COMMENT: *I have attended every Council meeting and open house. I have found the listening by all Government agencies to be impressive. Many options were presented and opportunity to comment by the public welcomed. I live 2 hours off 32<sup>nd</sup> Avenue & cross it daily to my 8 year old's school. I feel the plan presented for traffic to be more than adequate. I feel this plan will improve a long congested area and allow for future growth. I feel it is well thought out, well commented on and the best plan we can do. Please contact me if you need any further information. Please get this plan done soon as our neighborhood depends on it. Thank you.*

Name: MIKE LARKIN  
Address: 3187 Robb Circle LAKWOOD 80215  
Street City Zip Code  
Phone: 303-202-2062 Email: mw/larkin@msn.com  
Date: 11-28-06

**Response to Comment #208:**

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

Connie and Eugene Mauldin

Comment #209

To: Ed Martiney  
Colo. Dept. of Transportation, Region 6  
4670 N. Holly St.  
Denver, CO 80216

Mr. Martiney,  
When Wheat Ridge decided to have  
Cabella's build in the proposed location,  
we were not allowed to vote because  
our property does not sit within Wheat  
Ridge.

Then it was decided to rename  
"Youngfield Service Road" and call it  
"Cabella Drive." This would then become  
an entrance/exit to Cabella. This  
road leads right towards our house.

Wheat Ridge then decided that  
the road and intersection would have  
to be widened. So do you they tell  
us they may need to purchase some  
of our property - bringing the traffic  
volume to be some.

Now we are told that Cabella Drive  
will also become the I-70 off-ramp.  
So there no end to this?

We deeply resent how much all of this  
will affect our lives, our property, our  
property value and the noise level inside  
our home. No one has come to our defense,  
or stand up for our rights.

In traveling along I-70, I can find no  
other off-ramp that directly heads  
towards homes. The present location of  
the off-ramp keeps traffic a block  
away - where it should be.

I cannot believe that you would  
want them in your neighborhood or your  
home.

Mr. & Mrs. Eugene Mauldin  
3195 Linnwood Street  
Golden, CO 80401  
303-279-8877

Gene and Connie Mauldin  
3195 Linnwood St.  
Golden, CO 80401

**Response to Comment #209:**

Gene and Connie Mauldin also provided additional written and verbal comments. Please refer to Comments #104 and #129.

Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning.

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

Applewood  
Business  
Association

Comment  
#210

Comment  
#210-1

Comment  
#210-2

Comment  
#210-3

Comment  
#210-4



## APPLEWOOD BUSINESS ASSOCIATION

"an association for the total community"

November 30, 2006

To Colorado Department of Transportation;

The Applewood Business Association would like to Thank all the entities involved in the I-70/32<sup>nd</sup> Ave. Interchange Environmental Assessment for their continued work with the community in making this project the best for all involved.

The timeline for the road construction is a vital part to the community. We feel the majority of the work should be completed before store opening.

SH 58 / I-70 West bound ramp

The new interchange at SH 58 & Cabela Drive with the connection to 44<sup>th</sup> Ave. with proper mitigation design for the residential at 44<sup>th</sup> & Holman

The 40<sup>th</sup> Ave underpass, with the widening of Youngfield from 38<sup>th</sup> Ave north to 44<sup>th</sup> Ave.

The west bound I-70 Hook ramps at 32<sup>nd</sup> Ave.

The 32<sup>nd</sup> Zinnia to Youngfield widening

We realize that the I-70 east bound ramp to SH 58 are an integral part to create the correct traffic pattern for the development traffic, we also recognize that it will not be possible to construct the ramp prior to store opening.

With regard to the existing I-70 west bound ramp for local traffic, we would like to see some design mitigation (small median, single lane right turn only, etc.) to keep this from becoming a default for the development traffic entering west bound I-70.

We feel that some mitigation (continued masonry wall with signage) is needed at 32<sup>nd</sup> Ave west to recognize the residential area. The design and widening of 32<sup>nd</sup> Ave under the I-70 bridge be aesthetically pleasing to create a gateway to Wheat Ridge and the businesses on the east side of Youngfield St.

The 27<sup>th</sup> Ave hook ramps, we understand the need for complete interchanges are necessary for the safety and traffic patterns of drivers. We would hope that when the time comes for this interchange that it is deemed necessary. The Applewood Business Association does not believe that this interchange should be eliminated (as some residents believe), as it would give access to the businesses both north and south on Youngfield.

P.O. Box 5177 • Wheat Ridge, CO 80034-5177

Response to Comment #210:

Response to Comment #210-1:

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

Response to Comment #210-2:

Please refer to **Section 2.3.1.2 Westbound I-70 Hook Ramps** and **Section 2.3.2 32<sup>nd</sup> Avenue Improvements** in the FONSI in regard to your comments on the 32<sup>nd</sup> Avenue improvements.

**Applewood  
Business  
Association**

**Comment  
#210**



## APPLEWOOD BUSINESS ASSOCIATION

"an association for the total community"

The Applewood Business Association would like to continue to be part of the EA process as well as the architectural design and planned land use in the development. We understand that this is in the City of Wheat Ridge ODP and FDP. We will continue to partner with Wheat Ridge and the Developers to make this a cohesive connection to the community.

Again, I would like to thank CDOT for your continued work with the community. I have the utmost respect for your team and the work they done on this process.

Sincerely

Edna Miklos

Applewood Business Association

Cc: Randy Young- City of Wheat Ridge

P.O. Box 5177 • Wheat Ridge, CO 80034-5177

### **Response to Comment #210-3:**

Masonry walls along 32<sup>nd</sup> Avenue are not recommended due to serious safety concerns. The masonry walls would cause serious sightline problems for drivers exiting the neighborhoods onto 32<sup>nd</sup> Avenue from seven unsignalized streets or driveways within approximately 1,500 feet. In addition, the masonry walls would have to be very close to some of the homes because there is little space between some homes and 32<sup>nd</sup> Avenue.

During final design, CDOT will identify aesthetic design elements and enhancements for the improvements along 32<sup>nd</sup> Avenue to ensure compatibility with the surrounding areas and provide a positive visual experience. Public input will be solicited on aesthetic issues.

### **Response to Comment #210-4:**

No response necessary.

Amy Dressel  
Martin

Comment  
#211

DRESSEL MARTIN 303 463 5965 12/05/06 05:28pm P. 001

**I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment**  
**WELCOME TO TONIGHT'S PUBLIC HEARING**  
November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

**Public Hearing Comment Form**

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

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

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

→ Ed Martinez  
Colorado Department of Transportation, Region 6  
4670 N. Holly Street  
Denver, CO 80216  
Fax: (303) 398-8791 ← To

COMMENT: I take my kids to school traveling around 32<sup>nd</sup> and Youngfield → 44<sup>th</sup> and Youngfield → Ward Rd everyday and experience regular ~~con~~ traffic congestion.

The proposed improvements would ease some congestion and provide some sensible traffic flow on 32<sup>nd</sup>, Youngfield, 44<sup>th</sup>, Ward and SH5B, which I also travel on and And very hard to access.

I look forward to these improvements!  
Thank you!

Name: Amy Dressel-Martin  
Address: 3915 Garland St. Wheat Ridge CO 80033  
Phone: 303-463-5960 Email: amy@dresselmartin.com  
Date: 12-5-06

**Response to Comment #211:**

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

Mike Sheridan

Comment #212

Comment #212-1:

Comment #212-2:

Comment #212-3:

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

Wheat Ridge Recreational Center 4005 Kipling Street Wheat Ridge, CO WE NEED TO BE ASSURED THAT ALL ROAD IMPROVEMENTS ARE FINISHED FIRST!! November 9, 2006 4:00 - 8:00 p.m.

Public Hearing Comment Form  
(BEFORE CABELAS OPENS)

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

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

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

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

COMMENT:

You have clearly mis-lead the public by implying that the "major" access to Cabelas will be via Highway 58. First of all, no one has guaranteed that the interchange will even be completed before Cabelas is opened. Second - why would you build so many lanes - both north and south bound - on Cabelas Dr. that dead end on 32<sup>nd</sup>? I understand emergency access needs - but if that is the case, only a 4 lane road would be needed.

You propose moving the I-70 access 'hooks' north on I-70, from 32<sup>nd</sup> to 35<sup>th</sup>. What has changed? How does this address the congestion that will still occur at 32<sup>nd</sup> and Youngfield - soon to be York 32<sup>nd</sup> and Cabelas Dr.? And given the new strip mall - congestion will become incredibly worse!!

Name: Mike Sheridan  
Address: 14378 Fairview Ln Edden 80401  
Phone: (303) 279-6637  
Date: Nov 9, 2006  
Email: mwsheridan1@comcast.net

(over)

Response to Comment #212:

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

Response to Comment #212-1:

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

Response to Comment #212-2:

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

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

November 9, 2006

### How To Comment

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

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

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

Fax: (720) 963-3001

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

Fax: (303) 398-6781

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

- ▶ Submit your comments via the I-70/32<sup>nd</sup> Avenue Environmental Assessment project website at [www.CabWheatRidge.com](http://www.CabWheatRidge.com).

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

Everyone agrees that this intersection has needed improvement for many years. However, as a resident of this neighborhood for 20+ years, I was always told that construction of a much-needed interchange with I-70 + 50 would alleviate most of the congestion. The fact that you threw Cabela's into the mix and then compared your plan with a "NO-ACTION" plan is disingenuous, at best, and just plain insulting!

Comment  
#212-4

### Response to Comment #212-3:

The traffic analysis prepared for the June 2002 I-70/SH 58 Interchange Environmental Assessment was based on regional population and employment growth projections for the Year 2020. The traffic analysis prepared for the I-70/32<sup>nd</sup> Avenue Interchange EA is based on regional population and employment growth projections for the Year 2030. In addition to the proposed development, DRCOG forecasts that the study area is expected to experience a 22 percent increase in population and the number of households and a 40 percent increase in employment over existing land uses without the proposed development. With the proposed development, employment is predicted to increase 52 percent over the existing land uses. It is important to note that even without Cabela's and the proposed development, the eastbound off-ramp of I-70 at Youngfield Street is already operating at a LOS E in the afternoon peak hour, which represents over capacity and gridlock (see **Figure 1-3 Operational Deficiencies** in the FONSI). Increased traffic volumes and accidents will eventually require some governmental entity, be it CDOT, Jefferson County, Wheat Ridge, Lakewood, or some combination thereto to address these concerns.

### Response to Comment #212-4:

It is a requirement that all studies have a No-Action Alternative. The No-Action Alternative was included in the screening process and has been carried through this EA as a benchmark against which the other alternatives are compared. The No-Action Alternative will not address the purpose and need for the project but is being carried through the analysis for comparison in accordance with CEQ requirements and to preserve the option not to adopt the Proposed Action if the studies warrant such a decision. Please refer to our response to Comment #126-1 in regard to your comment on the No-Action Alternative with traffic from the proposed development compared to a No-Action Alternative without traffic from the proposed development.

Robert  
Vermillion

Comment  
#213

Comment  
#213-1

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

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

November 9, 2006  
4:00 – 8:00 p.m.

**Public Hearing Comment Form**

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

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

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

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

**COMMENT:**

I was the major investor for the construction of the Frontage Road between Kipling Street and Ward Road to insure future development of Lakemont Center. We need clear convenient access to finalize our office warehouse park and to acquire a national franchise for our five story hotel, and to assure successful operation as well.

The ramp traffic coming off I-70 West to Ward Road and continuing North is already beyond capacity, backing vehicles up the length of the ramp. With expanding business off Ward Road, the Frontage Road between Kipling Street and Ward Road, and the new light rail station at Ward Road and 49th Street, along with the development of Cabela's requires the construction of a second ramp off I-70 going north along with the proposed second ramp going south. Once the double ramp south is completed, there will be no room to expand a second north ramp without filling in the adjoining lake.

I ask that you seriously consider the current need for a second west ramp going north, as well as the traffic generated on Ward Road by the Cabela's development.

Name: ROBERT J. VERMILLION      LAKEMONT CENTER

Address: 11919 WEST I-70 FRONTAGE ROAD NORTH, UNIT 128, WHEAT RIDGE 80033

Phone: 303-442-7111

Date: 11/25/2006

**Response to Comment #213:**

Bob Vermillion also provided additional verbal comments. Please refer to Comment #106.

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

**Response to Comment #213-1:**

The needs of the I-70/Ward Road interchange were included in the I-70/SH 58 interchange project and are not included in the I-70/32<sup>nd</sup> Avenue interchange project. Please refer to our response to Comment #57 in regard to your comment on the I-70/SH 58 project improvements at the I-70/Ward Road interchange.



<p><b>Douglas Harness</b></p> <p><b>Comment #214</b></p>	<p>Comment received via the project website. Date : 12/09/06 18:13</p> <p>Thank you for accepting my comments and for your efforts to make this project as community - friendly as possible.</p> <p>I have just one comment - a project of this size requires an Environmental Impact Statement and not just an Environmental Assessment. It will clearly have significant impacts on area wildlife, air and water quality, noise levels, and other environmental factors.</p>	<p><b>Response to Comment #214:</b></p> <p>Please refer to our response to Comment #2-1 in regard to an EIS.</p>
--	--	--

Gretchen Cerveny

Comment #215

12/08/2006 13:02 3832334668

CARL: GRETCEN

PAGE 02/02

**Gretchen Cerveny**

3425 Moore St.  
Wheat Ridge, CO 80033  
Voice 303.233.1506  
Fax 303.233.4668  
E-mail gggc5533@att.net

*Comments on I-70/32<sup>nd</sup> Ave Interchange Environmental Assessment*

*I have been going through this intersection since it was built. It worked pretty well originally, since then many, many houses have been built west of Youngsfield. Of course they all use the I-70/32<sup>nd</sup> Ave Interchange. That interchange as well as Youngsfield /32<sup>nd</sup> Ave. intersection are a traffic nightmare during the busy times. There is land for even more houses to be built. They too will use 32<sup>nd</sup> Ave. The interchange will do nothing but get worse if nothing is done. The new proposal will really help the traffic flow more smoothly and safely.*

*I believe that the new proposal will be safer for the children walking to school. I frequently walk 32<sup>nd</sup> Ave from Alkire St. to my home on Moore St. I am confident that the new proposal will make that walk safer as well as protecting the many bicyclists who ride on 32<sup>nd</sup> Ave.*

*Personally I think the improvements to the east bound hook ramp at 27<sup>th</sup> and Youngsfield St. will be adequate if you make double left turn lanes. Four or five years ago, when CDOT was working on the EA for I-70/Hwy 58, I was told that completion of the I-70/Hwy 58 interchange would take much of the pressure off of I-70/32<sup>nd</sup> Ave. interchange. The 32<sup>nd</sup> Ave interchange was originally in the study area for I-70/Hwy 58 Environmental Assessment.*

*A full urban interchange might work better if it had been put in when I-70 was initially constructed, but, as I think your study shows, it would be devastating to many more homes and businesses than the present proposal.*

*I also served as Wheat Ridge mayor for eight years.  
Thank you for all your work.*

**Response to Comment #215:**

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

Von and  
Lorraine  
Clark

Comment  
#216

Comment  
#216-1

Comment  
#216-2

PROF: " FAX NO. : Dec. 03 2006 10:55PM P1

Public Hearing Comment Form  
32<sup>nd</sup>/170 Interchange  
Cabela Project

Att: Ms Monica Pavlik  
Federal Highway Administration  
Colorado Division  
12300 West Dakota Ave., Suite 180  
Lakewood, CO 80228  
Fax 720 963 3001

As previously promised and related several times, "all access roads are to be completed before any business development will open on the property."

The main key to traffic success surrounding the project is to have Highway 58/170 ramps completed, especially southbound. If not, more unacceptable traffic patterns will be established on already congested roads.

Without south bound ramps off 58 in place, additional traffic will flow through residential streets by going west out of the development area to SB Mc Intyre then east on 32<sup>nd</sup> to the 32<sup>nd</sup>/youngfield corner, which is a congested backup mess during several daytime periods.

And guess what? The easiest way for SB traffic to avoid the above corner is to go south on Eldridge - which is the only through SB street between Youngfield and downtown Golden. Quite a distance.

This portion of Eldridge between 32<sup>nd</sup> and 20<sup>th</sup> is a 12 block residential street only. Jefferson County acknowledges that Eldridge traffic is a problem and has through the years placed 3 stop signs and 5 humps to help control present traffic.

Eldridge is the only convenient alternative for SB traffic. Many cars do not now pay attention to the stop signs and speeding is a problem.

Eldridge is already the collector street for the surrounding residential areas, carries much of Coors employee traffic plus, the going and coming traffic from the Mills.

Ask Jeffco about the years and years of Eldridge traffic meetings and discussions that have taken place trying to regulate the 12-block traffic.

Please take our points into consideration.

*( Von Clark Lorraine Clark*

2145 Eldridge St. Golden, 80401 - 303 279 5994

Response to Comment #216:

Response to Comment #216-1:

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

Response to Comment #216-2:

South of 32<sup>nd</sup> Avenue, Eldridge Street has limited continuity. The vast majority of traffic that would make use of this roadway would likely be destined to or originating from the immediate area that it serves. The routing option identified in the comment would create out-of-direction travel and it likely to be used by only a few. During construction, measures will be implemented to minimize the amount of traffic that might utilize local streets.

Donald  
Hodder

Comment  
#217

Comment  
#217-1

Comment  
#217-2

FAX: 720-963-3001 - Monica Pavlik, FHWA

December 5, 2006

COMMENTS ON  
I-70 / 32<sup>ND</sup> AVENUE INTERCHANGE ENVIRONMENTAL ASSESSMENT

Page ES-28, Figure ES-9 - Transportation Improvements Construction Timeline:

1. The eastbound I-70 to westbound SH 58 flyover must be completed prior to development opening at all costs. Either the construction schedule or the opening date of the improvements, or both, must be altered to accomplish this. Eastbound I-70 will be a significant source of traffic bound for the new development. Since there is no other reasonable access for this traffic most of it will use the interim off ramp onto Youngfield Street compounding an already overloaded street. A significant portion of this traffic will attempt to navigate the series of turns to access Cabella Drive from 32nd Avenue. This combined with those who try to use the underpass north of 38<sup>th</sup> will almost certainly result in an untenable situation if not total gridlock.
2. Delay of the eastbound I-70 / 27<sup>th</sup> Avenue hook ramps for 20 plus years only increases the cost, disrupts the area again and impedes traffic flow for 20 additional years.

Paragraph 2.4.1.2 and Figure 2-6 - Existing Eastbound 32<sup>nd</sup> Avenue / Westbound I-70 On-ramp:

Some portion of the southbound Cabella Drive traffic will be trying to access the westbound I-70 on-ramp resulting in an unmitigated disaster. This disaster will be further compounded by the periodic U-turn from westbound 32<sup>nd</sup> Avenue (even if it's illegal). Unless some other solution can be found I recommend removing the existing ramp.

Note: I live in the area adversely affected by elimination of this ramp.

Paragraph 2.4.2 and Figures 2-7 and 2-8 - Proposed 32<sup>nd</sup> Avenue / Youngfield Street Intersection:

The westbound 32<sup>nd</sup> Avenue / I-70 underpass should be modified in the same manner as the eastbound side. The existing traffic problems through this underpass will be ameliorated by closing westbound 32<sup>nd</sup> Avenue access to the westbound I-70 on-ramp but not enough to compensate for the dramatic increase resultant from the proposed development. There will be significant development traffic feeding from the east on 32<sup>nd</sup> Avenue as well as from the both directions on Youngfield. Additionally, there will be the cross traffic with the shopping center on the northeast corner of 32<sup>nd</sup> and Youngfield. This cross traffic will be especially strong during ski season as the ski buses which fill up with booze at Applejack Liquors en route both to and from the ski areas now wanting to make the almost certainly required stop at the "WORLD'S FOREMOST OUTFITTER". The "proposed construction timeline" (see comments above) only make it worse.

I know it's a waste of time but I can't help but repeating my earlier comments that this is all just patch work similar to the years of jury rigged efforts at the "Mousetrap". A proper solution would close the 32<sup>nd</sup> and Youngfield / I-70 access completely and build an all inclusive interchange encompassing Ward Road, Youngfield, 44<sup>th</sup> Avenue, SH 58 and the proposed development.

Sincerely,

Donald W. Hodder  
13910 West 30<sup>th</sup> Place,  
Golden, Colorado 80401  
dongolden@comcast.net

**Response to Comment #217:**

**Response to Comment #217-1:**

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

**Response to Comment #217-2:**

Please refer to our response to Comment #10-5 in regard to your comments related to 32<sup>nd</sup> Avenue.

<p><b>John Gillespie</b></p> <p><b>Comment #218</b></p>	<p style="text-align: center;">John F. Gillespie 1965 Alkire St. Golden, Colorado 80401</p> <p style="text-align: center;">December 7, 2006</p> <p>Federal Highway Administration Colorado Division 12300 W. Dakota Ave., Lakewood, Colorado, 80228 Attn: Ms. Monica Pavlik</p> <p>Please accept and respond to my comments on the EA for the I70/32<sup>nd</sup> Ave Interchange.</p>	<p><b>Response to Comment #218:</b></p> <p><b>Response to Comment #218-1:</b> Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue and #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p><b>Response to Comment #218-2:</b> Please refer to our response to Comment #10-2 in regard to your comment on the public involvement process.</p>
<p><b>Comment #218-1</b></p>	<p><b>THE BOTTOM LINE:</b> There can be little doubt that the optimum result of this EA (for Cabela) would be direct access from I70 Westbound (WB) into the Cabela parking lot. Obviously CDOT and (hopefully) FHWA would not buy that! What will they buy? The "Preferred Alternate" comes very close, a direct access ramp to "Cabela Dr." at the south edge of the Cabela property!! As Jackie Gleason was wont to say, "How sweet it is!" Although unwritten I'm sure that the main charge from the client (Cabela) to the consultant (FHU) is to optimize access into their site. The "Preferred Alternate" does that brilliantly! The rest of the document is incidental, to that overriding goal, but is needed to satisfy "the EA process" and the other players objectives. Since the hook ramps to and from I70 WB terminate at "Cabela Dr." I can envision the City of Wheat Ridge petitioning CDOT in the future, after the heat is off, to sign that WB off-ramp for Cabela Dr. DON'T DO IT, CDOT!!</p>	<p><b>Response to Comment #218-3:</b> FHWA and CDOT were involved in each of the decisions made regarding the EA and provided oversight to the project team throughout the NEPA process. FHWA and CDOT believe that the distribution of hard copies of the EA for public review was adequate. In addition to the hard copies available at three local libraries and the FHWA, CDOT, Jefferson County, Wheat Ridge, and Lakewood offices (for a total of nine locations), the EA report was made available on the project website at <a href="http://www.CabWheatRidge.com">www.CabWheatRidge.com</a> and members of the public could request an electronic copy of the EA on a compact disc through the project website. For the months of October, November, and December 2006, the project website was accessed over 91,000 times. Approximately 40 compact discs were distributed to the public during the public comment period.</p>
<p><b>Comment #218-2</b></p>	<p><b>THE PROCESS:</b> It's been said that a good District Attorney can convince a Grand Jury to indict a ham sandwich. Similarly, a good consultant can persuade, (manipulate), study groups, working groups, citizen advisory groups, the "public involvement" process, to endorse a desired outcome during "working sessions". HFU is a very good consultant! In my opinion Cabela, Wheat Ridge and HFU have hijacked a State/Federal process to lend legitimacy to their plans. None of the above are signatory to the document. It appears that CDOT involvement has been very passive. Since the improvements will largely be paid for by others they've let WR and HFU drive the process. FHWA, in my opinion, is only concerned with "THE PROCESS", with the crossed T's and dotted I's. FHWA doesn't appear to have the engineering expertise they once had to critically analyse traffic, capacity, geometrics, interchange design and driver's expectancy, all necessary to an honest engineering review. On the other hand, if the process looks good why sweat those details.</p>	
<p><b>Comment #218-3</b></p>	<p>Specifically, I feel the "process" has been manipulated by holding a series of open houses in the Applewood neighborhood at which up to 300 of the public</p>	

Comment #218-4

overwhelmingly lambasted the project. The one "public meeting" which becomes a matter of public record, was held several miles away in the heart of "wheatridgethink", The Wheat Ridge Community Center. The affected neighborhoods, Applewood and Fairmont, were meeting-out by that time and they neither vote in Wheat Ridge or are within the WR boundaries. In fact, they fought the latest annexations.

Access to the EA document was, I think, deliberately restricted with only one copy at each of 10 locations, six of which were extremely remote from the project, with that one copy available for use only in the listed office on a first-come, first-serve basis. I was personally able to access the report only 3 times in 6 tries, one of which was at the CDOT office where Mr. Ed Martinez also very considerably burned me a CD copy, which I haven't been able to use. Those 3 accessions, approximately 1 1/2 hours total, were nowhere near enough time enough to digest over 450 pages of written material.

**THE INTERCHANGE DESIGN:** Despite some smoke in the text about driver expectancy, drivers don't expect the complementary ramps for an interchange to be over a mile apart! No State or Federal funds should be spent on this interchange that don't really upgrade it to a standard diamond, urban or park interchange or at least improve the safety and capacity of the existing ramps. Thirty Second Ave. was and is the logical cross street to intersect with. It's the only street in the study area with continuity from Golden to downtown Denver. Existing ramps either tie directly into 32<sup>nd</sup> or are at least within sight of it. Cabela's ramps from I70, (assuming no one in CDOT\FHWA has the moxie to deny them), will not even be visible from 32<sup>nd</sup>. Traffic will have to wend it's way for 1/2 mile around a LaQuinta motel, two restaurants and a major Conoco gas station/store on a non-access-controlled city street to get to 32<sup>nd</sup>. This would be unacceptable to an independent interchange designer. It should be totally unacceptable to CDOT\FHWA.

In a number of places in the document and at all of the public meetings there are politically correct expressions of concern about the impact of Cabela traffic on the neighborhoods and on the interchange. The "preferred alternate" prove the insincerity of those expressions! A five-lane street on a smooth, direct alignment between Cabelas and 32<sup>nd</sup> will inundate 32<sup>nd</sup> and the interchange with traffic! Cabela Dr. should be four lanes on a smooth-flowing alignment (no sharp kinks) from the 40<sup>th</sup> and Youngfield underpass past the property to the new interchange on SH58. **NO CONNECTION TO 32<sup>nd</sup> SHOULD BE ALLOWED IN THE INTERCHANGE AREA!!!** A connection to 32<sup>nd</sup> is feasible further west, near Eldridge, but was apparently ignored in the study. Along the East side of the Applewood golf course there is a gravel service road that could be upgraded to a two-lane access road. It ties directly into the Coors/Cabela property. Coors also owns the golf course and has modified it three times over their 25-30 year ownership for the commercial purposes of extracting gravel and storing water. Coors should be amenable to another modification that would enhance the access and value of their 13+ acres of retail and commercially zoned property next to Cabelas. I expect the response to this suggestion from the EA "team" will be that Wheat Ridge has jurisdiction for the local street system outside of the I70 ROW and that CDOT\FHWA can't dictate local street patterns, number of lanes, etc.. **THAT'S**

Comment #218-5:

**Response to Comment #218-4:**

Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue and #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.

**Response to Comment #218-5:**

At the westbound I-70 hooks ramps, which access Cabela Drive, the majority of the traffic will not be destined for the proposed development but for other adjacent commercial and residential areas. Approximately 75 percent of the traffic on Cabela Drive, south of the proposed development, is destined or originates from a local commercial or residential area. The 19,000 vehicles per day projection is comprised of only 4,800 vehicles per day associated with the proposed development and Cabela's. Please refer to **Chapter 3 Transportation Analysis** of the EA and the October 2006 *Traffic Analysis Technical Report* for further explanation.

Although the gravel service road closer to Eldridge Street that you recommend upgrading would provide access to the proposed development, the gravel service road would not provide a connection to I-70 from 32<sup>nd</sup> Avenue. The majority of the traffic from the westbound I-70 hook ramps to 32<sup>nd</sup> Avenue neither originates nor is destined for the proposed development, and the connection from the I-70 westbound hook ramps to 32<sup>nd</sup> Avenue is necessary to provide access for local residents and motorists destined for other commercial areas, such as along Youngfield Street. Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.

Comment #218-6

ABSOLUTE B.S.!! CDOT (especially), in exchange for granting a new interchange on SH58, an underpass on I70 that will significantly disrupt interstate traffic and ramp changes on I70, has the legal and moral right and responsibility to condition how the Cabela and future (13 acres) developments traffic will be distributed and dumped onto I70 and SH58. Anything less than an honest attempt to fulfill that responsibility could and should be the subject of litigation.

**THE CONCLUSION:** As I reread the above comments, I can see that some might be considered of-the-wall or inflammatory. They're not, but----. Part of my purpose here is to stir up the imagination and passions of The CDOT/FHWA participants who I feel have been entirely to compliant to the movers and shakers of Cabela/WR/FHU! When I graduated from the three-year FHWA Highway Engineers training program in 1958, a great engineer and leader, Mr. Frank Turner, exhorted my fellow graduates and me that we would be the shepherds of The Interstate system that was just getting started. For 30 years with FHWA, and 20 years since, I have attempted to be a good shepherd. That sometimes involved reminding my fellow shepherds, and myself, that the safety and capacity of the highway system was our primary priority. During my last 13 years with FHWA, when I was the Area Engineer for the Denver metro area, I reviewed and approved, or recommended approval for over 50 EISs, EAs and FONSI. Most were honest assessments, some had at least a slight odor. In my humble opinion, this study is tainted by Cabela's need to enhance a very marginal site and Wheat Ridge's desperate need for sales tax revenues. The sheep are being thrown to the wolves!!

**RECOMMENDATIONS:**

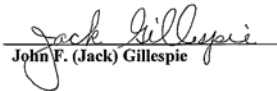
(1) THAT ACCESS BE DENIED BETWEEN THE CABELA PROPERTY AND 32ND AVENUE IN THE VICINITY OF THE INTERCHANGE.

(2) That the potential traffic generation be analyzed for the additional acreage of retail/commercially zoned land adjacent to Cabela and integrated into the study.

(3) That an independent consultant, not beholden to Cabela, be hired to conduct a feasibility study of interchange alternatives at I-70/32<sup>nd</sup>, including an urban interchange.

(4) That the comment period for this EA must be lengthened to compensate for the restricted access to the present document and for any changes or additions from an independent interchange analysis and from comments received.

(5) That if the "preferred alternative" hook ramps survive that only a two-lane connection be provided from the ramp terminals to the Cabela property. That connection should "T" into the northerly Cabela Dr. loop and have a stop condition at each end. Also, that street signage south of the ramp termini not be signed for Cabela Drive which might lure additional traffic to 32<sup>nd</sup>.

  
John F. (Jack) Gillespie

Comment #218-7  
Comment #218-8  
Comment #218-9  
Comment #218-10  
Comment #218-11

**Response to Comment #218-6:**

Public involvement is a component of the NEPA process. FHWA and CDOT must weigh public comment with the technical analysis that is conducted as part of the EA in accordance with NEPA and its related regulations. FHWA and CDOT sincerely regret that we have the difficult decision of weighing public comment against this technical analysis and the needs of the transportation system. This is an unfortunate reality of our work. We are well aware of the unique circumstances of your neighborhood and your situation and that makes this difficult decision even harder. The Proposed Action represents a compromise between impacts to the community and traffic operations.

**Response to Comment #218-7:**

Please refer to our response to Comment #218-5.

**Response to Comment #218-8:**

The projected traffic volumes are based on forecasted 2030 land use. DRCOG provides information on the forecasted 2030 land uses for the entire metropolitan area. DRCOG's land use forecasts include population, household and employment estimates by TAZ. The metropolitan area includes a total of 2,664 TAZs. The TAZs within the study area are shown in **Figure 2-1 Study Area Traffic Analysis Zones** in the FONSI. DRCOG has added a new TAZ (TAZ 2665) to specifically account for the proposed development. The land use forecasts in TAZ 2665 are based on the current development proposal. All other TAZs in the study area represent DRCOG's land use forecasts. The study area is expected to experience a 22 percent increase in population and the number of households and a 40 percent increase in employment over existing land uses without the proposed development. With the proposed development, employment is predicted to increase 52 percent over the existing land uses.

**Response to Comment #218-9:**

Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue and #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.

An urban interchange at I-70/32<sup>nd</sup> Avenue was included in Alternative Package 1 but was eliminated due to the right-of-way impacts and displacement of businesses at the Applewood Shopping Center. Please refer to **Section 2.2 Alternatives Considered** of the EA.

**Response to Comment #218-10:**

CDOT guidance typically requires comments on an EA be accepted for a total of at least 30 days. To facilitate public comment on the Section 4(f) *de minimis* documentation, the 30-day comment period was extended to 45 days. FHWA and CDOT believe that the distribution of copies of the EA for public review was adequate, and an extension of the comment period is not required.

**Response to Comment #218-11:**

Please refer to our response to Comment #218-5.

Joseph and Sharon Whelan

Mark and Lydia Creager

Kathleen Estes

Steve Lehman

Comment #219

Comment #219-1

Comment #219-2

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

December 6, 2006

Dear Ms. Pavlik,

This letter is in regards to the proposed commercial development at S.H. 58 and I-70. That development will include a Cabela's retail store as well as other satellite retail businesses. We are concerned about the impact that this development, as outlined by The City of Wheat Ridge in the recently released I-70/32<sup>nd</sup> Avenue Interchange Environmental Assessment, will have on local traffic and the effect on surrounding residential areas.

These concerns include:

- The volume of traffic into the Cabela's development from the intersection of Cabela Drive and 32<sup>nd</sup> Avenue
- The increase in traffic congestion and volume on Youngfield Street south of 27<sup>th</sup> Avenue, and on 32<sup>nd</sup> Avenue.
- The taking of historic property, homes, and businesses for the 27<sup>th</sup> Avenue hook-ramps instead of locating the ramps north or not constructing them at all.

During the past two years, residents in the neighborhoods affected by the Cabela's development have repeatedly expressed concern about the increase in traffic on 32<sup>nd</sup> Avenue and Youngfield Street caused by the Cabela Drive access to the development at 32<sup>nd</sup> Avenue. The reply to these questions was that the southern access from 32<sup>nd</sup> Avenue was for local and emergency access only. The "front door" to Cabela's was to be from the north at the interchange at S.H. 58 and Cabela Drive. The recently released Environmental Assessment, however, clearly indicates that the Cabela Drive and 32<sup>nd</sup> Avenue intersection is the intended main access for the development, with more customer traffic located here than the S.H. 58 interchange and the 40<sup>th</sup> Avenue underpass entrances combined. The five-lane design width of Cabela Drive at 32<sup>nd</sup> Avenue shown in the Environmental Assessment clearly supports this conclusion, with forecasts of 19,000 vehicles per weekday but no estimate of weekend traffic, which would presumably be much greater. The south access at Cabela Drive is evidently intended to handle most, if not all, of the anticipated increase in traffic to the development from eastbound I-70, which includes traffic from northbound C-470 that feeds into I-70.

In order to handle the traffic flow to Cabela's arriving from eastbound I-70, the EA proposes construction of hook-ramps at 27<sup>th</sup> Avenue and Youngfield Street. The additional traffic volume of 19,000 vehicles per day and two large intersections at Youngfield Street and 27<sup>th</sup> Avenue and at Youngfield Street and 32<sup>nd</sup> Avenue will virtually guarantee congestion on Youngfield Street and 32<sup>nd</sup> Avenue and result in traffic backups in all directions from that intersection.

In addition, construction of the proposed hook-ramps at 27<sup>th</sup> Avenue will necessitate taking of a number of residences and local businesses, including the historic Novacek property, by eminent domain. This historic property not only has a personal residence but has a business that has been

Response to Comment #219:

Response to Comment #219-1:

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

Response to Comment #219-2:

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



**Comment  
#219-3**

and continues to be operational since 1950. The 27<sup>th</sup> Avenue hook-ramps should be either kept at the current location and improved upon or moved north of 32<sup>nd</sup> Avenue to minimize the impact to the neighborhood to the south. If kept at the current location, an interchange similar to the new interchange at I-25 and University Boulevard could be explored. This would add retaining walls and provide for a Y-type approach to Youngfield Street instead of the currently proposed perpendicular intersection. Granted, retaining walls would most likely impact some of the businesses adjacent to this location. Another option would be to mirror the I-70/32<sup>nd</sup> Avenue hook-ramps near 38<sup>th</sup> Avenue. After doing a little bit of research it has been discovered that Wal-Mart's lease expires in approximately 18 to 24 months and that they do not intend to renew this lease; they anticipate moving out of this shopping center. Given this information, the possibility of moving the hook-ramps to this location should be studied as a means to allow a more direct access to the Cabela's development without adversely impacting the Applewood neighborhood to the south. The new Cabela's store will be a major tourist attraction as well as a commercial development and as such deserves dedicated interchanges from I-70 as well as S.H. 58. The current cost estimate for the 32<sup>nd</sup> Avenue hook-ramps/32<sup>nd</sup> Avenue improvements/27<sup>th</sup> Avenue hook-ramps is around 24% of the total project cost. Certainly a solution that is acceptable to all parties can be designed and constructed for this large sum of tax dollars.

**Comment  
#219-4**

The current EA traffic analysis stops at 27<sup>th</sup> Avenue and does not adequately address increased traffic in the residential areas west of 32<sup>nd</sup> and Youngfield Street or south of 27<sup>th</sup> Avenue and Youngfield Street. This traffic analysis is inadequate. A full Environmental Impact Statement extending south of 27<sup>th</sup> Avenue to Colfax Avenue, east to Simms Avenue, and west to the 20<sup>th</sup> Avenue and I-70 interchange is needed to fully understand the potential impact of the Cabela's development on local traffic and residential neighborhoods.

We feel that neighborhood concerns can be addressed and access to the new development improved by:

- Limiting Cabela Drive access to 32<sup>nd</sup> Avenue to two lanes, assuming it is indeed necessary for local and emergency traffic.
- Focus traffic to the Cabela's development to the S.H. 58 interchange and discourage access from 32<sup>nd</sup> Avenue.
- Construct a new I-70 interchange north of 32<sup>nd</sup> and Youngfield Street that is dedicated to the Cabela's development.
- Require that at least one of the dedicated interchanges to the Cabela's development, either S.H. 58, or from I-70 as suggested in this letter (not the hook ramps at 27<sup>th</sup> Avenue), be in place before Cabela's or other businesses in the development are allowed to open.

Respectfully submitted,

Joseph F. & Sharon A. Whelan  
2050 Applewood Drive  
Lakewood, CO 80215

Mark E. & Lydia R. Creager  
2030 Applewood Drive  
Lakewood, CO 80215

Kathleen Estes  
2015 Applewood Drive  
Lakewood, CO 80215

Steve Lehman  
2051 Willow Lane  
Lakewood, CO 80215

**Response to Comment #219-3:**

A single point urban interchange, such as the new interchange at I-25 and University Boulevard, was evaluated as part of Alternative Package 1. This alternative was eliminated because of the new to relocated Youngfield Street to the east and the number of right-of-way impacts and displacements. Please refer to **Section 4.2 Alternatives Considered** in the EA. Please refer to our response to Comment #179 in regard to moving an urban interchange north on I-70.

**Response to Comment #219-4:**

**Figure 2-1 Study Area Traffic Analysis Zones** in the FONSI identifies the limits of the study area for the traffic analysis. The study area extends east to Kipling Street and south to Colfax Avenue. Traffic impacts to Youngfield Street are included in the traffic analysis.

**Response to Comment #219-5:**

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

Christian Buehler

Comment #220

I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment

WELCOME TO TONIGHT'S PUBLIC HEARING

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

Public Hearing Comment Form

Thank you for attending the I-70/32<sup>nd</sup> Ave Hearing. Your comments are important to the project area. They will be combined and CDOT in deciding the appropriate comments and either submit them in the c below prior to December 8, 2006.

ATTN:  
MONICA  
PAVLIK

onmental Assessment (EA) Public on for transportation improvements in lecision document, and used by FHWA e use this form to record your jht or mail it to one of the addresses

Submit your comment at the Novem... public hearing or mail to the address below - comments must be received by December 8, 2006.

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

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

COMMENT: *I feel very strongly that this project will benefit Wheat Ridge and the surrounding communities. It will definitely help solve the tie-up at 32<sup>nd</sup> + I-70 and along the northern portion of Springfield. The expansion will also address all of the I-70 exits from 27<sup>th</sup> + Springfield to Ward Road. The changes on the Westside of I-70 at 32<sup>nd</sup> will certainly allow people to get off of I-70 westbound and onto 32<sup>nd</sup> more easily. I believe that the changes will also make Springfield more drivable for shoppers and thereby more convenient.*

Name: *Christian M. Buehler*  
Address: *10085 West 41<sup>st</sup> Ave* *Wheat Ridge, CO* *80033*  
Street City Zip Code  
Phone: *(303) 953-2840* Email: *CMS131@AOL.Com*  
Date: *11/27/06*

Response to Comment #220:

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

Scott Deering

Comment #221

PUBLIC HEARING COMMENT FORM

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

Public Hearing Comment Form

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

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

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

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

COMMENT:

"To Whom It May Concern"  
  
I, Scott S. Deering am the owner & president of Absolute  
Carwax & Washwax located at 11515 W. I-70 Frontage Rd. #111  
I strongly urge the city to, assist adding a lane from  
the I-70 westbound ramp to Southwinds Wind Rd, and a  
lane to Northwind Wind Rd. As well, good access for car  
washers & customers is essential to our business. With the  
addition to the neighborhood including the new churches  
and the new arena, dining, etc that will accompany it,  
and the new RTD light rail, traffic will increase  
exponentially. If the approach west to Northwind lane  
is not carried as part of the initial project, localities  
will likely preclude the possibility of it even being carried.  
Name: Scott S. Deering - S.S.D.  
Address: 11515 W. I-70 Frontage Rd #111 Wheat Ridge, CO 80233  
Street City Zip Code  
Phone: 720 981 7390 Email: Scott.Deering@Absolute-Carwax.com  
Date: 11/6/06

Response to Comment #221:

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

Harold Kunz

Comment #222

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

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

November 9, 2006  
4:00 – 8:00 p.m.

**Public Hearing Comment Form**

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

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

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

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

COMMENT: *The off Ramp at Ward road on I 70 Needs  
To Add enough lanes To have 2 lanes going North on  
Ward road This is a very serious problem in peak  
hours. The traffic back up is very dangerous. There  
is the time to add extra lanes Now for traffic  
North on Ward Road.  
I own 9 Buildings that are on Frontage Rd.*

Name: Harold Kunz  
Address: 12445 W I 70 Frontage Rd North Wheat Ridge CO 80033  
Phone: 303 423 9700 Email: \_\_\_\_\_  
Date: 12-6-06

**Response to Comment #222:**

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

George Langdon

Comment #223

I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment

WELCOME TO TONIGHT'S PUBLIC HEARING

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

November 9, 2006  
4:00 – 8:00 p.m.

Public Hearing Comment Form

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

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

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

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

COMMENT:

As a citizen of Wheat Ridge for the past 58 years, I have seen projects come and go – some on time and some not. I think our highway system is pretty efficient, mainly because it is constantly being remodeled and improved to handle the ever increasing amount of traffic.

However in my estimation, this project is overdue for this area. In the past, the system was doing its job pretty well but as situations change, so should we.

We are at the entrance to our beautiful mountains where 99% must travel to enter the mountains for whatever the reason – snow sports, hunting in the winter months, fishing, hiking, boating, etc. during the gorgeous unequaled summer months. We are fortunate to be able to enjoy these good things almost at will but... the Golden, Arvada, Wheat Ridge, Lakewood areas have grown in both commercial and residential. Truck traffic has also greatly increased. In the past, we have never been behind when the need has arisen to improve. This is the time and place for a large improvement.

I could ramble on about all the logical reasons for doing this now. Tomorrow may be too late and too costly. This is part of the dream and the future for this area.

Thanks for listening.

*George J. Langdon*

Name: George J. Langdon  
Address: 3570 Miller Street Wheat Ridge Colorado 80033  
Phone: 303-424-3303  
Date: November 29, 2006

Response to Comment #223:

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

Curtis  
MacIntyre

Comment  
#224



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

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

Public Hearing Comment Form

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

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

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

Ed Martinez  
Colorado Department of Transportation, Region 6  
4870 N. Holly Street  
Denver, CO 80216  
Fax: (303) 398-6781

COMMENT: With the imminent opening of the new  
Cavelas store @ 32<sup>nd</sup> & Youngfield and the  
large increase in traffic volume associated  
with that, I suggest an expansion of the  
Westbound I-70/Ward Rd exit. Currently  
the exit is dangerously backed up the full  
length of the ramp congesting Westbound I-70.  
I suggest expansion of the off-ramp to  
include 2 Northbound lanes & 2 Southbound  
lanes.

Name: Curtis Mac Intyre  
Address: 11919 W 48<sup>th</sup> Ave, Unit 126 Wheat Ridge 80033  
Street City Zip Code  
Phone: 303-588-7666 Email: \_\_\_\_\_  
Date: 12/7/06

Response to Comment #224:

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

Laurie  
Tourney

Comment  
#225

FROM : GRM FOLIAGE Co

PHONE NO. : 303 422 6296

Dec. 08 2006 12:02PM P1

**1-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment**

**PUBLIC HEARING COMMENT FORM**

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

**Public Hearing Comment Form**

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

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

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

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

COMMENT: To whom it may concern,  
As an owner of a building unit accessed  
by Ward Road from I-70 Frontage road we find  
it important to consider traffic in and around  
our offices. Due to already standing traffic @  
Ward & Kipling exits, we submit a pending  
the "acceleration lane" ~~exit~~ <sup>exit</sup> from  
I-70 west, allowing traffic to flow up to the  
Frontage road - leading to hundreds of  
businesses including Lakemont offices (Aurora, Meridian,  
Bran Amadillo to name a few).  
When reconfiguring this area, please consider  
access to everyone - not just Cabellas.

Name: Laurie Tourney  
Address: 11919 W. I-70 Frontage #101 Wheat Ridge 80033  
Street City Zip Code  
Phone: 7-272-8786 Email: Laurie@plantscaping.NET  
Date: Dec. 8, 06

**Response to Comment #225:**

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

John Villachica

Comment #226

12-08-2006 6:57PM FROM 3034240225

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

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

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

**Public Hearing Comment Form**

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

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

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

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

COMMENT: DEAR MONICA PAVLIK AND ED MARTINEZ,  
I WANT TO CONFIRM MY ABSOLUTE 100% SUPPORT FOR  
THE RE-DESIGN OF HIGHWAY 58 / INTERSTATE 70 / 32<sup>nd</sup> AVENUE /  
CABELA DRIVE PROPOSED ACTION. IT IS LONG OVERDUE AND  
IS CRITICAL TO THE ECONOMIC HEALTH AND PRESENT & FUTURE  
TRAFFIC NEEDS OF WEST DENVER. ADDED RAMPS TO HWY 58 / I-70  
INTERCHANGE WILL FINALLY PERMIT TRAFFIC MEANT FOR  
HIGHWAYS TO BE RELIEVED FROM YOUNGFIELD ST. AND 44<sup>th</sup> AVE.  
THE ADDED DIAMOND INTERCHANGE FROM 44<sup>th</sup> TO HWY 58 ALLOW  
THE THOUSANDS OF COORS EMPLOYEES TO USE THE HWY TO ACCESS  
SOUTHWEST DENVER VIA I-70 & C-470. THE ACCELERATION RAMP  
OVER 32<sup>nd</sup> AVENUE ISOLATES 32<sup>nd</sup> AVE FROM TRAFFIC MEANT  
FOR THE HIGHWAY. FINALLY, ADDING THE 27<sup>th</sup> AVENUE HOVRAMPS  
GIVES DRIVERS PROPER ACCELERATION / DECELERATION WHERE  
PRESENTLY EASTBOUND DRIVERS EXITING I-70 ONTO 32<sup>nd</sup> NEARLY CRASH INTO  
TACO BELL. PLEASE MAKE THIS HAPPEN NOW.

Name: JOHN C. VILLACHICA  
Address: 9695 W. 44<sup>th</sup> AVE. WHEAT RIDGE, CO 80033  
Street City Zip Code  
Phone: 303-931-2754 Email: John@safari4x4.net  
Date: 12/7/06

Response to Comment #226:  
No response necessary.



Josephine Wheeler

Comment #227

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

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

November 9, 2006  
4:00 - 0:00 p.m.

**FAKED**  
12/8/06

**Public Hearing Comment Form**

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

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

\* Monica Pavlik  
Federal Highway Administration, Colorado Division  
12300 West Dakota Avenue, Suite 180  
Lakewood, CO 80226  
Fax: (720) 963-3001

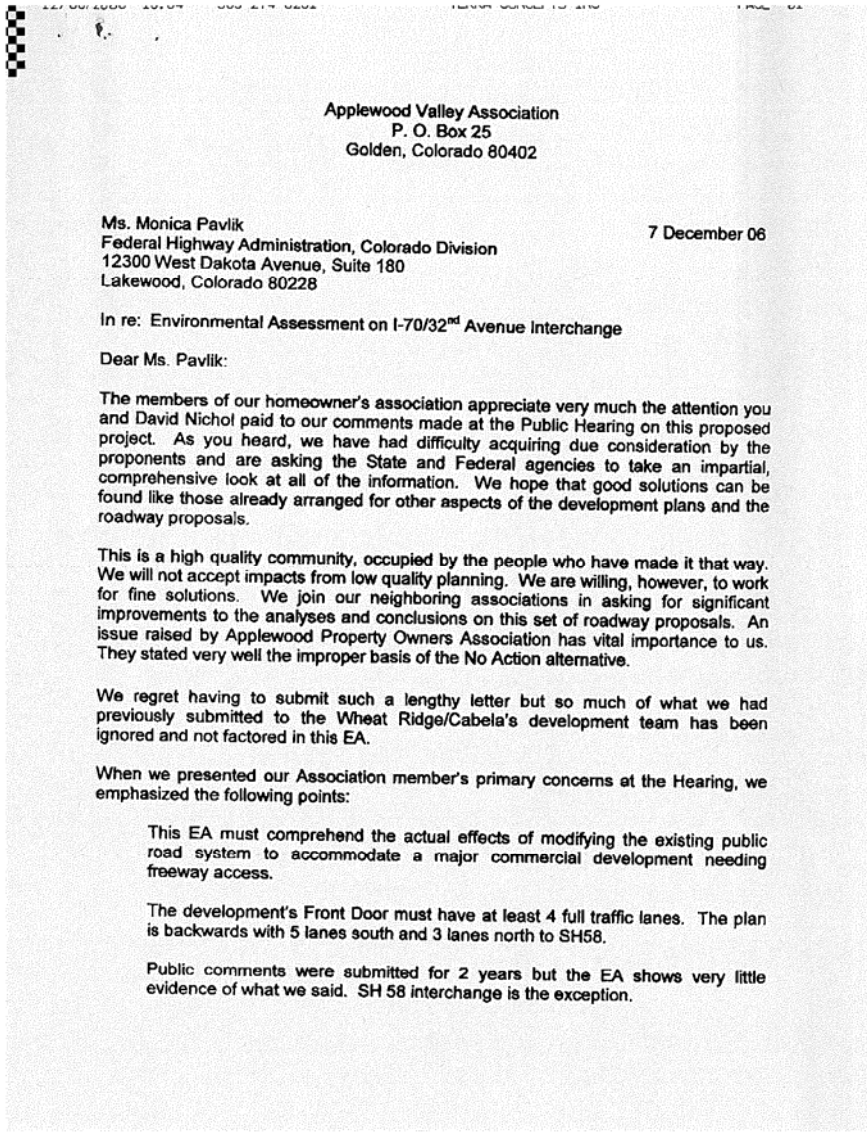
Ed Martinez  
Colorado Department of Transportation, Region 6  
4670 N. Holly Street  
Denver, CO 80216  
Fax: (303) 398-6781

COMMENT: I work in the Lakemont Laundry Business Park @ 11919 W. I-70 Frontage Road North. I am a Sales Rep and therefore drive much of my work day. Frequently, I am on I-70 driving west and exit @ WARD Road. I am writing this to petition a continuous exit lane from I-70 North to the W. I-70 Frontage Road. Because of the railroad <sup>crossing on Ward Rd</sup> many times during the day there is a backing all the way south to I-70 and back on to the actual exit ramp. It is dangerous at times; and it would ~~be safer~~ be safer if a vehicle exiting and going north to the Frontage Road could simply stay in a far right continuous exit lane, make the right turn and get out of the flow of traffic.

Name: Josephine Wheeler  
Work Address: 11919 W. I-70 Frontage Rd Wheat Ridge CO 80033  
Street City Zip Code  
cell Phone: 720-940-1123 Email: jesie@deprint.com  
Date: 12/8/06

**Response to Comment #227:**

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

<p><b>Applewood Valley Association</b></p>	 <p style="text-align: center;">Applewood Valley Association P. O. Box 25 Golden, Colorado 80402</p> <p>Ms. Monica Pavlik Federal Highway Administration, Colorado Division 12300 West Dakota Avenue, Suite 180 Lakewood, Colorado 80228</p> <p style="text-align: right;">7 December 06</p> <p>In re: Environmental Assessment on I-70/32<sup>nd</sup> Avenue Interchange</p> <p>Dear Ms. Pavlik:</p> <p>The members of our homeowner's association appreciate very much the attention you and David Nichol paid to our comments made at the Public Hearing on this proposed project. As you heard, we have had difficulty acquiring due consideration by the proponents and are asking the State and Federal agencies to take an impartial, comprehensive look at all of the information. We hope that good solutions can be found like those already arranged for other aspects of the development plans and the roadway proposals.</p> <p>This is a high quality community, occupied by the people who have made it that way. We will not accept impacts from low quality planning. We are willing, however, to work for fine solutions. We join our neighboring associations in asking for significant improvements to the analyses and conclusions on this set of roadway proposals. An issue raised by Applewood Property Owners Association has vital importance to us. They stated very well the improper basis of the No Action alternative.</p> <p>We regret having to submit such a lengthy letter but so much of what we had previously submitted to the Wheat Ridge/Cabela's development team has been ignored and not factored in this EA.</p> <p>When we presented our Association member's primary concerns at the Hearing, we emphasized the following points:</p> <p style="padding-left: 40px;">This EA must comprehend the actual effects of modifying the existing public road system to accommodate a major commercial development needing freeway access.</p> <p style="padding-left: 40px;">The development's Front Door must have at least 4 full traffic lanes. The plan is backwards with 5 lanes south and 3 lanes north to SH58.</p> <p style="padding-left: 40px;">Public comments were submitted for 2 years but the EA shows very little evidence of what we said. SH 58 interchange is the exception.</p>	<p><b>Response to Comment #228:</b> Barbara Barry also provided additional written comments. Please refer to Comments #142 and #199.</p> <p><b>Response to Comment #228-1:</b> Please refer to our response to Comment #10-2 in regard to your comment on public involvement and the oversight of FHWA and CDOT in the project.</p> <p><b>Response to Comment #228-2:</b> FHWA and CDOT regret that the Applewood Valley Association believes its comments have been ignored. FHWA and CDOT remain committed to a broad range of outreach methods and opportunities to connect with the community. An extensive public involvement program has been conducted for the I-70/32<sup>nd</sup> Avenue interchange project. The public involvement program included the public hearing, four open houses, presentations to community groups, a community information telephone hotline, a project website, newsletters, news releases, and local newspaper advertisements.</p> <p>The input of the public really is important and is included in the planning and implementation of transportation projects. We can assure you that your comments and the comments of others have been taken very seriously by FHWA and CDOT throughout this process. It is our responsibility to carefully weigh community concerns, transportation needs, and environmental consequences to arrive at a balanced and reasoned decision on this, and any, transportation project. Please refer to our response to Comment #10-2 in regard to your comment on the public involvement process.</p> <p>The project team met with the Applewood Valley Association on July 26, 2005 and met with the Clear Creek Valley Neighborhood Council, which the Applewood Valley Association was a member, on ten different occasions. Please refer to <b>Table 6-3 Summary of Community Presentations</b> of the EA for the specific dates of the meetings with the Clear Creek Valley Neighborhood Council. As president of the Applewood Valley Association and member of the Clear Creek Valley Neighborhood Council, FHWA and CDOT have appreciated your input and enthusiasm related to the project.</p> <p>Please refer to our response to Comment #126-1 in regard to your comment on the No-Action Alternative with traffic from the proposed development compared to a No-Action Alternative without traffic from the proposed development.</p>
<p><b>Comment #228</b></p>		
<p><b>Comment #228-1</b></p>		
<p><b>Comment #228-2</b></p>		
<p><b>Comment #228-3</b></p>		
<p><b>Comment #228-4</b></p>		
<p><b>Comment #228-5</b></p>		

<p><b>Comment #228-6</b></p> <p><b>Comment #228-7</b></p> <p><b>Comment #228-8</b></p> <p><b>Comment #228-9</b></p> <p><b>Comment #228-10</b></p> <p><b>Comment #228-11</b></p>	<p>Impacts on residential areas received virtually no identification or analysis or mitigation.</p> <p>The EA is frustrating to read. Graphic scale is so small that important features are not visible. Conclusions are stated but the data, assumptions and analysis are not presented. Many statements are the same as made by the Cabela's development team in early 2005 in spite of their claim of more recent analyses.</p> <p>The 19,000 vehicles per day modeled for the south end of Cabela Drive results from a self-fulfilling prophesy. If you build it, they will come. Especially if they can't easily go north.</p> <p>This EA shows the Ward Road interchange project delayed as much as 25 years. CDOT does not intend that delay, but we believe it was factored into the traffic modeling. We all know the 32<sup>nd</sup> Avenue interchange is the reliever when I-70 and Ward Road are in trouble</p> <p><b>Geographic Context</b></p> <p>The Applewood Valley Association (AVA) represents more than 1,700 families who live on both sides of I-70 in Applewood filling the area from Simms to Eldridge and 27<sup>th</sup> to Colfax. Incorporated in 1959, AVA was settled long before I-70 was built, or Wheat Ridge or Lakewood were created. Our residents are very aware of the I-70 barrier through our community and the importance of the 32<sup>nd</sup> Avenue 'hole in that wall.' None of our homes lie within the Wheat Ridge city limits. For that matter, none of the thousands of homes north, west, south, or southeast of the major proposed development lie within Wheat Ridge. Yet decisions by Wheat Ridge are causing significant traffic impacts to our neighborhoods.</p> <p>Applewood continues to function as a village despite the I-70 barrier. With Youngfield our local main street and schools, parks, churches, etc. distributed throughout, this is a worthy community to protect and enhance. Please consider the size and dynamics of this community as shown in attached Exhibit 1. Also, please note the distance of nearly two miles from the Cabela's commercial center to the proposed I-70/27<sup>th</sup> Avenue eastbound interchange. This information was not presented or used in the EA.</p> <p>A core issue we raised during initial alternatives definition was dismissed. Please consider it now. I-70/32<sup>nd</sup> Avenue interchange was never anything but a local access device. Serious limitations of terrain, existing development saturation, the I-70 gross alignment relative to street grid(E-W to N-S to E-W), and a strictly low volume two-lane road network made placement of an interchange at this point an anomaly. Nowhere else on I-70 or I-25 in the metro area does an interchange serve streets less than four lanes wide.</p>	<p><b>Response to Comment #228-3:</b> Please refer to our response to Comment #2-1 in regard to an EIS.</p> <p><b>Response to Comment #228-4:</b> As discussed in <b>Section 2.3.4 New Cabela Drive</b> of the FONSI and shown on <b>Figure 2-9 Cabela Drive Typical Sections</b> of the FONSI, Cabela Drive will consist of two southbound through lanes, one northbound through lane, and a center turn lane. Based on the traffic analysis, two southbound lanes were evaluated to be necessary because the interchange signing plan has been developed to help motorists find their way within the interchange complex and to make it clear that the new SH 58/Cabela Drive interchange is the route for accessing the proposed development from I-70. Motorists will be directed from both eastbound and westbound I-70 to Cabela Drive via the SH 58/Cabela Drive interchange, requiring two southbound lanes to access the proposed development. Only one northbound lane on Cabela Drive returning to the new SH 58/Cabela Drive interchange is necessary because of the location of the westbound I-70 ramps. Motorists accessing westbound I-70 will utilize the new westbound I-70 hook ramps instead of returning to the SH 58/Cabela Drive interchange and accessing westbound I-70 from SH 58. Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p><b>Response to Comment #228-5:</b> Please refer to our response to Comment #228-3 in regard to your comment on public input.</p> <p><b>Response to Comment #228-6:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection and to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p> <p><b>Response to Comment #228-7:</b> FHWA and CDOT understand that the EA is a large document and can be difficult to review. In an attempt to limit the size of the EA, technical reports are relied upon for detailed information not included in the EA. FHWA and CDOT reviewed the figures presented in the EA and FONSI for clarity and were unable to identify the specific figures that you are referencing. Graphic representations of the twenty-one alternatives and various sub-alternatives were included in <b>Table 2-1 Initial, Second-Level and Third-Level Screening Results</b> and <b>Table 2-2 Fourth-Level Screening Results</b> of the EA. Smaller graphic presentations were utilized to limit the size of the EA because larger scale representations of the alternatives had been presented in the September 2005 <i>System Level Feasibility Study</i> and at the four open houses conducted as part of the project. The System Level Feasibility Study is available on the project website at <a href="http://www.cabwheatridge.com">www.cabwheatridge.com</a>.</p> <p>Citations for the technical reports and data, analysis, and technical assumptions were included in the text of the EA. Please refer to <b>Chapter 7 References</b> of the EA and <b>Chapter 9 References</b> of the FONSI for a list of the sources cited.</p>
---	---	--

<p><b>Comment #228-12</b></p>	<p>To evaluate "modifications" of I-70/32<sup>nd</sup> using only standard criteria produces improper results. We would also like to have careful interpretation of DRCOG regional growth factors for this setting.</p>	<p><b>Response to Comment #228-8:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p>
<p><b>Comment #228-13</b></p>	<p><b>Problem definition and seeking solutions</b></p> <p>We foresaw severe traffic impacts from the original development proposal in 2004. We persistently asked for alternatives to be defined and evaluated to eliminate unnecessary impacts. The only response was inclusion of a new interchange on SH 58. But that became the 'front door' in name only; the primary flow of traffic remains directed to the south connected with 32<sup>nd</sup> Avenue.</p>	<p><b>Response to Comment #228-9:</b> Please refer to our response to Comment #57 in regard to your comment on I-70/SH 58 project and the I-70/Ward road interchange improvements.</p> <p>Traffic forecasts for the No-Action Alternative and Proposed Action were developed for 2030 from the DRCOG regional travel demand model (see <b>Chapter 3 Transportation Analysis</b> of the EA). These traffic forecasts and improvements were not based on the timing of when these facilities would be constructed.</p>
<p><b>Comment #228-14</b></p>	<p>The screening of alternatives did not involve any effort to redirect traffic. The analyses simply made use of various possible modifications to existing public roads. This led to the narrow choice of one Build Alternative which requires putting half of the 32<sup>nd</sup> Avenue interchange into our neighborhood at 27<sup>th</sup> Avenue.</p>	<p><b>Response to Comment #228-10:</b> The study area for the I-70/32<sup>nd</sup> Avenue interchange project falls partially within the cities of Wheat Ridge and Lakewood and partially within unincorporated Jefferson County. Based on Exhibit 1 presented in your letter, the Applewood Valley Association is located within both the City of Lakewood and unincorporated Jefferson County. A project committee consisting of affected entities and agencies was formed to provide a forum to address concerns in preparation of this EA. Representatives from FHWA, CDOT, the City of Wheat Ridge, Jefferson County, and the City of Lakewood were some of the agencies and entities that participated in the project committee. Both Jefferson County and the City of Lakewood represented the interests of their respective municipalities. In addition, an extensive public involvement effort was carried out resulting in changes to the Proposed Action, as described in our response to Comment #228-2. FHWA and CDOT are responsible for decisions made regarding the interstate and state highway system. The development of the Proposed Action has involved compromises by all parties, including the City of Wheat Ridge.</p>
<p><b>Comment #228-15</b></p>	<p>Many problems descend from this arbitrary development street configuration. The crucial one overloads the existing eastbound I-70 ramps and forces their relocation away from 32<sup>nd</sup> Avenue. Most of the remaining problems will be experienced by the residents who live outside of the city limits. Unless these problems could be mitigated by design elements (eg., school zone signing) already planned by the developer and Wheat Ridge, neither the problems nor their potential solutions were given consideration in the EA. This is stunningly apparent on pages 3-18 and 3-19 of the EA. Only seven paragraphs in this slick 500-page document mention impacts to the surrounding neighborhoods! And at that, the text deals with only a few anecdotal concerns. No systematic, coordinated or comprehensive thought was applied to impacts on this community.</p>	
<p><b>Comment #228-16</b></p>	<p>Wheat Ridge and the Cabela's development team had agreed to certain features before they disclosed them to the public in 2004. With few exceptions those features are still the only ones defining this entire proposal. The most obvious feature is the Cabela Drive restricted capacity northward and major free capacity south to 32<sup>nd</sup> Avenue.</p>	
<p><b>Comment #228-17</b></p>	<p>For two years the developer and applicant (WR) have avoided defining and evaluating the true impacts of traffic spreading southward. The impacts will be significant. We can see this but the developer and the City cannot because they have ignored the majority of public scoping comments submitted by the residents who live outside of the Wheat Ridge city limits.</p>	<p><b>Response to Comment #228-11:</b> FHWA and CDOT are well aware of the unique circumstances of your neighborhood and your situation and that makes this difficult decision even harder. FHWA and CDOT are charged with satisfying not only the needs of the community but to assure the safety of the interstate system to which they have been charged with assuring.</p>
<p><b>Comment #228-18</b></p>	<p>In response to our comments, the Wheat Ridge/Cabela's applicant has made only six adjustments to the original 2004 plan. These are: 1) nominal relocation of "front door" access to SH58 new interchange, 2) signage and sidewalks for one school area, 3) four lanes instead of two in the 40<sup>th</sup> Avenue underpass, 4) construction of new westbound I-70 on and off-ramps and closure of one WB off-ramp at 32<sup>nd</sup> Avenue, 5)</p>	<p>Closure of the I-70/32<sup>nd</sup> Avenue interchange was not identified as an alternative because closure of the interchange is not justified based on safety concerns. Although there is some support to close the I-70/32<sup>nd</sup> Avenue interchange and reduce traffic on 32<sup>nd</sup> Avenue, this would do so largely by diverting the same traffic to the I-70/Ward Road and I-70/Denver West Boulevard interchanges. This is not desirable and is not supported by either FHWA or CDOT. The existing I-70/Ward Road interchange is currently at overcapacity, and while the I-70/Denver West Boulevard interchange has some reserve capacity, it is only peripherally serves the study area.</p>

minor treatments to define some neighborhood entrances and 6) general commitment to bike path provisions.

The gravest impacts are driven by the pretense of the "front door" location. Drivers are attracted to the higher grade facilities. They choose multiple lane roads over single lane roads. Traffic modeling reflects this tendency. All of the evaluations presented were based on Cabela Drive being 5 or more lanes to the south of the new store and only 2 or 3 lanes to the north and the east.

We make this statement unable to present detailed evidence because it has not been provided by the development team in spite of requests made by CDOT that the development team do so. The Traffic Analysis Technical Report was eventually mailed to us two weeks after the Public Hearing. It contains nothing but more rhetoric; no assumptions, criteria, methodology or analysis. There is no evidence in it that the development team modeled any concept other than the one above.

**GENERAL COMMENTS**

We have a number of subtopics to present in this letter. They fall either under process or subject matter. We are speaking about all the planning and evaluation that occurred before the EA was issued. Now that CDOT and FHWA have an opportunity for impartial evaluation we look for these major flaws to be corrected. The process comments relate to public scoping, to the matter of withholding or concealing or ignoring information, and to urgency for the State to approve while developer delays meeting critical requirements. The content issues are dominated by traffic and alternative evaluation, impacts to neighborhoods south of 32<sup>nd</sup> Avenue, and safety in our community.

**Process; Public Scoping**

Nearly all of the criticisms of this EA are directly related to specific public scoping comments which were ignored or buried while the EA was being written.

What record exists of the substance of the Public Scoping process? Many of our neighbors can see that their comments disappeared in to a file and had no effect on the EA content. Their input was not frivolous.

AVA members have spent many thousands of personal, voluntary hours at meetings, reading documents from the development team, and providing "input" about our neighborhood. Except for the SH 58 interchange and school zone treatments, none of their effort is reflected in the EA.

Residents are rightfully outraged to find only 2 paragraphs describing what is predicted to happen at the end of the new I-70/ 27<sup>th</sup> Avenue ramps. If a problem isn't defined, it can't possibly be solved.

**Comment #228-19**

**Comment #228-20**

**Comment #228-21**

**Comment #228-22**

In addition, closure of the I-70/32<sup>nd</sup> Avenue interchange does not address the purpose and need of the project, as stated in **Sections 1.1 Purpose of the Proposed Action** and **1.2 Need for the Proposed Action** in the FONSI. While closure of the interchange would alleviate traffic congestion at this interchange, this alternative does not address future transportation demands on the interchange and local street network due to regional growth and expanding local retail/commercial development. Existing commercial development on Youngfield Street in the vicinity of the interchange would be impacted by the closure of the interchange, which currently provides access to the existing adjacent residential and commercial areas. The Proposed Action represents a compromise between impacts to the community and traffic operations.

Vehicle storage along 32<sup>nd</sup> Avenue underneath I-70 is inadequate between signals in both eastbound and westbound directions due to the closely spaced signalized intersections of Youngfield Street/32<sup>nd</sup> Avenue, I-70 on and off-ramps/32<sup>nd</sup> Avenue, and Youngfield Service Road/32<sup>nd</sup> Avenue (see **Figure 1-3 Operational Deficiencies** in the FONSI). The closure of the existing I-70 off-ramp at 32<sup>nd</sup> Avenue will remove one of these signalized intersections to provide greater vehicle storage between signalized intersections and improve traffic operations (level of service) along 32<sup>nd</sup> Avenue at the Youngfield Street and Cabela Drive intersections.

**Response to Comment #228-12:**

The criteria that FHWA and CDOT used to evaluate the alternatives is discussed in **Chapter 2 Alternatives** in the EA. FHWA and CDOT do not advocate the reconstruction and redesign of interchanges with sub-standard design criteria. Relative to the assumptions on the proposed development, the EA did use a "fixed" set of land use assumptions in the No-Action Alternative and the Proposed Action; they both included the proposed development. This is a common approach in evaluating the impacts and benefits of alternatives and defining differences over a do-no-improvements scenario. The EA is used to determine the best means of improvements to accommodate a given land use scenario and not necessarily to determine what the best land use scenario is.

DRCOG provides information on the forecasted 2030 land uses for the entire metropolitan area. DRCOG's land use forecasts include population, household and employment estimates by TAZ. The metropolitan area includes a total of 2,664 TAZs. The TAZs within the study area are shown in **Figure 2-1 Study Area Traffic Analysis Zones** in the FONSI. DRCOG has added a new TAZ (TAZ 2665) to specifically account for the proposed development. The land use forecasts in TAZ 2665 are based on the current development proposal. All other TAZs in the study area represent DRCOG's land use forecasts. The study area is expected to experience a 22 percent increase in population and the number of households and a 40 percent increase in employment over existing land uses without the proposed development. With the proposed development, employment is predicted to increase 52 percent over the existing land uses.

Half an Interstate Interchange will be moved to our AVA neighborhood. Except for eleven blocks on Youngfield containing small local businesses, all the surrounding miles of streets are strictly residential.

Saying "the public scoping was completed 17 August 05" is tantamount to saying "that's when we (the developer and Wheat Ridge) stopped accepting public comment." Such comment should have affected assumptions, area of impact, evaluation factors and techniques, criteria, definition of alternatives for EA study, options for refinement of alternatives, and thus the ultimate conclusions.

The actual assumptions and analyses have never been revealed despite our many requests for them. Instead we receive expanded assertions and rhetoric.

**Process; Defining Purpose and Need**

It wasn't until we could read the EA that we could see how faulty and narrow the Purpose and Need had become. The purpose stated is to relieve traffic congestion at the I-70/32<sup>nd</sup> interchange and to address future transportation demands on the interchange and local street network. This should have reflected our long-standing input; that the major new traffic generator needed to connect directly to the freeway system and not employ (commandeer) the existing street network to serve the development. By placing such dependency on the 32<sup>nd</sup> Avenue interchange, all diligent thought for other solutions was abandoned.

**Process; Withholding Information**

The resistance to open exchange of ideas has other ramifications. It is also evident in the apparent refusal of the Wheat Ridge/Cabela's development team to honor a specific request from CDOT on behalf of AVA. This request was made on August 8<sup>th</sup>, two months before the EA was completed and four months before the deadline for our final comments was imposed. We had requested traffic modeling of the missing Cabela Drive laneage configuration (2 through lanes south of new WB I-70 ramps vs. 4 through lanes north to SH 58) CDOT had agreed and forwarded our concept, shown here as Exhibit 2. On November 9<sup>th</sup>, CDOT repeated the request to the Wheat Ridge/Cabela's development team to provide this analysis.

Omission of this analysis and its far-reaching consequences constitute critical failure of the EA to meet normal standards. This cannot be satisfactorily disposed by tacking a few more dismissive paragraphs into the next NEPA document on this proposed set of projects.

**Process; Urgency for approvals**

As decision-makers, both the CDOT and FHWA have experienced urgent requests to approve documents advancing these proposals. Simultaneously, our citizens wonder why the hurry for your actions while the Planned Commercial District Developer

Comment  
#228-23

Comment  
#228-24

Comment  
#228-25

**Response to Comment #228-13:**

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

**Response to Comment #228-14:**

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

**Response to Comment #228-15:**

Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection and to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.

**Response to Comment #228-16:**

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

**Response to Comment #228-17:**

**Figure 2-1 Study Area Traffic Analysis Zones** in the FONSI identifies the limits of the study area for the traffic analysis. The study area extends east to Kipling Street and south to Colfax Avenue. Traffic impacts to the residential area south of 27<sup>th</sup> Avenue are included in the traffic analysis.

**Response to Comment #228-18:**

Please refer to our response to Comment #228-2 in regard to your comment on public input.

**Response to Comment #228-19:**

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

**Response to Comment #228-20:**

Copies of the technical reports, including the October 2006 Traffic Analysis Technical Report, were provided at the FHWA, CDOT, and City of Wheat Ridge offices. In addition, these reports were available for review at the public hearing.

appears to delay certain critical actions. In June and August this year, the zoning request was processed by Wheat Ridge. The city staff presented the documents as complete and ready for approval by the City Planning Commission and Council. A fatal flaw was ignored until our citizen comment forced it to be considered. The Developer had not acquired legal access connecting the parcel in any direction to any public road. The surrounding land owners include private owners and all of us with property held in trust for us by our Federal, State and County governments. That situation continues today. Fortunately, the City Council acknowledged this statutory requirement and placed a condition on the issuance of a building permit.

Independent Utility, as discussed above, was another demand for speedy decision. The 40<sup>th</sup> Avenue underpass is common to all alternatives but Not Sufficient to allow the Planned Commercial District to function.

#### Content Issues; Traffic

Separating commercial from residential traffic is paramount to preserving our valuable neighborhoods.

A goal for defining alternatives stated in paragraph 2-2 is to accommodate traffic volumes. This would be the normal approach for CDOT when processing a local entity project (regardless of funding sources). But, CDOT cannot use the local entity's proposal without objective scrutiny. In this case, faults embedded in the long series of traffic estimates and evaluations have eluded criticism presented by the impacted residential community. A key example can be seen by comparing the various amounts of traffic displayed in No Build figures from 28 January 05, September 05, May 06, and the current EA Traffic Analysis Technical Report. The quantities at critical points in the street system change inexplicably. This cannot be excused on the grounds of changing from DRCOG's 2025 to 2030 basis. The conflicts in numbers are too localized, eg. one leg of an intersection. We have reason to believe that traffic has been loaded arbitrarily at chosen locations.

We appreciate that CDOT arranged to provide us the developer's traffic analyses that do not appear in the EA. Upon review of that Technical Report, we were disappointed to find only conclusions and none of the underlying criteria or methodology. It is troublesome to think that CDOT and FHWA have not received more substantive technical evaluations. If that is true, then a major review is needed. If the information has instead been provided to CDOT and FHWA, then may we, the affected citizens please have a copy of what the developer team will not provide us?

Two years ago, the development proposal showed the Cabela Drive Front Door at 32<sup>nd</sup> Avenue. We exerted enough pressure that the developer agreed it would be better to put the Front Door on SH 58 through a new interchange.

#### Comment #228-26

#### Response to Comment #228-21:

A Public Scoping Report was prepared following the August 17, 2005 public scoping meeting. This report was made available for public review at the November 30, 2005 public open house. CDOT has retained a copy on file.

FHWA and CDOT recognize that public involvement is a dynamic process. Public outreach efforts emphasized utilizing public meetings to disseminate project information and provide a mechanism to incorporate the public's ideas, needs, and concerns into the process. Following the August 17, 2005 public scoping meeting, an open house was held on November 30, 2005, and a series of community presentation were conducted with the Clear Creek Valley Neighborhood Council in September 2005 and January and March 2006. In addition, numerous written and emailed comments were submitted to the project team. These were incorporated into the EA process. Please see our response to Comment #228-2 regarding incorporation of public input into the Proposed Action.

#### Response to Comment #228-22:

Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection and to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.

#### Response to Comment #228-23:

The purpose and need was first presented to the public at the November 30, 2005 open house. Following the open house, the boards from the open house were posted to project website in December 2005. In addition, a CD with electronic copies and hard copies of the boards from the November 30, 2005 open house were provided to the members of the Clear Creek Valley Neighborhood Council on December 5, 2005, as they requested. The purpose and need has not changed from the beginning of the project. FHWA requires the purpose and need to be broad enough to allow the consideration of alternatives and is not so narrow to prescribe selection of an alternative.

**Figure 1-3 Operational Deficiencies** in the FONSI identifies the current operational deficiencies of the existing I-70/32<sup>nd</sup> Avenue interchange. The proposed development, combined with projected regional growth, will place additional traffic demands on the I-70/32<sup>nd</sup> Avenue interchange that will further degrade operations.

**Comment #228-27**

We suspect, however, the traffic modeling done for the original idea still dominates the existing studies. The EA claims that 19,000 vehicles per day want to use the south end of Cabela Drive at 32<sup>nd</sup>. Of course the model would show a lot more traffic going south instead of north!! There is a lot more capacity on 5 lanes south than on 3 lanes north!!

Even without the expected traffic analyses we can see that the 19,000 vehicle per day loading can be reduced by simple measures. Those include:

Dividing traffic eastbound on 32<sup>nd</sup> Ave (with barrier eg., I-25/Arapahoe Road) to prevent southbound Cabela Drive traffic from turning east on 32<sup>nd</sup> and then south onto the existing I-70 Westbound on ramp. Any such traffic should be subtracted from the 19,000. Comparing the traffic studies presented since 28 January 05, we see a large subtraction warranted. The local traffic depicted in No Action scenarios is really a small portion of the 19,000.

Building the approved Ward Road interchange modification so that traffic which currently diverts at 32<sup>nd</sup> Avenue stays instead on Interstate 70 until smoothly exiting at Ward Road. Nightly eastbound traffic stalls on the I-70 curve. Subtract this from the Youngfield loading.

Reducing the Cabela Drive through lanes south of the new westbound I-70 ramps at 38<sup>th</sup>. Provision of one NB and one SB through lane with forced turns onto auxiliary lanes should give plenty of capacity for local traffic.

Another reason for our request to see the underlying traffic analyses relates to the basis used for the No Action Alternative. It appears that some decisions were made using so-called No Action parameters with assumptions included for the Planned Commercial Development.

One important set of information was tucked away in the Technical Report when it should have been readily available to all members of the affected public. It is attached here as Exhibit 3 so that it will actually see the light of day in the next NEPA document. It is the No Action 2030 Traffic Forecasts without Cabela's Shopping Center and it demonstrates some of the issues that have alarmed us. For example, traffic on Youngfield north and south of 32<sup>nd</sup> Avenue would be 40% less than shown in the EA.

Independent utility for the 40<sup>th</sup> Avenue access was not evaluated publicly. The sheer quantity of traffic generated by the authorized 837,000 square feet of commercial buildings cannot be serviced by the single development entrance at 40<sup>th</sup> Avenue. Had a public evaluation been performed in December 05 on the independent utility proposition, we would have shown then what pertinent information was missing. To date, the developer has not secured the other two access routes through private and government properties needed to connect the site to public roadways.

**Comment #228-28**

**Response to Comment #228-24:**

Due to the impending release of the EA on October 25, 2006, this comment was included in the comments on the EA. Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.

**Response to Comment #228-25:**

Currently, the Cabela's store is not scheduled to open until June 2008. As part of the City of Wheat Ridge's approval process for the development plan that includes the Cabela's store, the City of Wheat Ridge City Council has stipulated that the I-70 westbound hook ramps, the 40<sup>th</sup> Avenue underpass of I-70, widening of 32<sup>nd</sup> Avenue, Cabela Drive, and the SH 58/Cabela Drive interchange improvements must be constructed prior to the City of Wheat Ridge issuing a Certificate of Occupancy for the development.

**Response to Comment #228-26:**

Differences in the traffic forecasts since the original January 2005 traffic impact study are due to the evolution of the planned improvements. The January 2005 traffic impact study No-Build traffic represented only background traffic without any traffic from the proposed development. This is a normal step in estimating traffic forecasts as part of a traffic study. Other graphics shown in that study did account for the impact of the development but did not account for a new SH 58/Cabela Drive interchange or the off-set hook ramps at the I-70/32<sup>nd</sup> Avenue interchange because those alternatives had not been developed yet. These clearly have an affect on traffic forecasts. The January 2005 report is obsolete due to changes in the planned improvements and in part due to the planning horizon changing from 2025 to 2030.

The September 2005 *System Level Feasibility Study* showed traffic forecasts for several scenarios including Year 2030 traffic volumes with no improvements without any new development and Year 2030 traffic volumes with no improvements with the proposed development. The technical appendices to the September 2005 *System Level Feasibility Study* showed traffic forecasts for all of the alternatives considered. Clearly, these are going to be a little different as different improvement alternatives affect the various parts of the roadway system.

The May 2006 traffic impact study and October 2006 *I-70/32<sup>nd</sup> Avenue Interchange Traffic Analysis Technical Report* are in-line with each other relative to total traffic projects. Both show traffic forecasts for a variety of scenarios including with and without improvements and with and without the proposed development. Mixing and matching these will result in differences; it is these differences that allow us to analyze and test the pros and cons of the various alternatives.

The traffic project differences do not represent inconsistencies, but rather they represent an evolution of the process. They show impacts to various roadways under various actions.



**Comment  
#228-29**

**Content; Alternatives**

**Scoping**

Our association wrote to Cabela's when the plans were first revealed (Exhibit 4) Had the WR/ Cabela's team given any regard to our request, then concepts such as those provided by our neighbor Henry Van Fleet, would have been evaluated. Instead the range of alternatives was limited to only those conceived by the WR/Cabela's development team.

**Comment  
#228-30**

The use of criteria in the screening process was quite superficial. This is revealed in the Chapter 2 rationale at each screening level. Examples of improperly used criteria are;

"Interchange configuration regarding driver confusion" No concern is shown for the logical disconnect between a major new development and the remote dislocated eastbound I-70 ramp components. This build proposal puts half of an interchange two miles south of the center of new development.

"Nature of interchange cross street" This criterion was seriously misapplied. The cross street, 32<sup>nd</sup> Avenue, is only a two-lane cross town road. For several blocks surrounding the I-70 interchange, 32<sup>nd</sup> is widened for storage and turning only.

"Impact on local circulation" The most mature statement made on this criterion is shown on pages 3-18 &19. There could not have been any weight given to this during the screening stages.

Given the obvious limits (hole in the I-70 wall, no multi lane roads in any direction) the screening analyses had to completely ignore existing layout and actual community functions in order to stumble through to forced conclusions. Public comments in this regard have been simply dismissed.

**Options for the eastbound half of the I-70 interchange**

In early 2005, the Wheat Ridge/Cabela's development team laid out many alternative road packages. We commented on them both positively and negatively depending on components. The alternatives were screened although we could not fathom how the criteria were applied.

One year ago, the development team showed the selected 3 Build Alternatives. One of those having a large urban interchange would have been very damaging to the 32<sup>nd</sup>/Youngfield area. The other two required relocation of eastbound I-70 ramps southward along Youngfield. We commented very negatively on the relocation of the I-70 ramps.

Our first objection was about the logic of the development traffic patterns. Too much traffic was being sent south out of the development instead of north.

**Comment  
#228-31**

It is important to note that even without Cabela's and the proposed development, the eastbound off-ramp of I-70 at Youngfield Street is already operating at a LOS E in the afternoon peak hour, which represents over capacity and gridlock (see **Figure 1-3 Operational Deficiencies** in the FONSI). Increased traffic volumes and accidents will eventually require some governmental entity, be it CDOT, Jefferson County, Wheat Ridge, Lakewood, or some combination thereto to address these concerns. Please refer to our response to Comment #228-12 in regard to the traffic analysis zones and inclusion of the proposed development in the DRCOG travel demand forecasting.

**Response to Comment #228-27:**

Please refer to our response to Comment #228-4.

**Response to Comment #228-28:**

Please refer to our response to Comment #126-1 in regard to your comment on the No-Action Alternative with traffic from the proposed development compared to a No-Action Alternative without traffic from the proposed development. Please refer to our response to Comment #10-2 in regard to your comment on local land use decisions.

The 40<sup>th</sup> Avenue underpass of I-70 was proposed as a separate action transportation improvement by the City of Wheat Ridge on November 30, 2005, because it did not preclude any of the three short-listed alternative packages being studied in the EA. The 40<sup>th</sup> Avenue underpass of I-70 could be constructed independent of other improvements because it will provide relief/mobility benefit to the present I-70/32<sup>nd</sup> Avenue interchange and local street system; not preclude other reasonable improvements in the area; and not trigger an immediate need for any other physical improvements in the area. As a local agency project, the 40<sup>th</sup> Avenue underpass of I-70 was determined to be independent and could stand on its own merits should the other anticipated improvements studied in the EA not be approved or if any alternative being studied in the EA was approved. CDOT agreed with the City of Wheat Ridge's request on December 20, 2005, and the FHWA concurred on December 21, 2006.

**Response to Comment #228-29:**

Please refer to our response to Comment #179 in regard to H.M. Van Fleet's proposed alternatives.

**Response to Comment #228-30:**

FHWA and CDOT recognize that screening of alternatives on a single criteria is inadequate. For this reason, a four-level screening process was employed. The initial screening was a fatal flaw analysis and focused on eleven screening criteria. The second-level screening focused on project Year 2030 peak hour traffic operations using four screening criteria. The third-level screening evaluated alternatives related to 15 screening criteria, and the fourth-level screening utilized 31 screening criteria (see **Chapter 2 Alternatives** in the EA).

<p><b>Comment #228-32</b></p>	<p>Also, the only solutions were heavy construction solutions. Virtually no thought was applied to traffic management solutions which would reduce the load on the immediate area of 32<sup>nd</sup> and Youngfield.</p>	<p><b>Response to Comment #228-31:</b> The alternatives screening summary is presented in <b>Section 4.2 Alternatives Considered</b> of the EA.</p>
<p><b>Comment #228-33</b></p>	<p>At that same Open House, 30 November 05, the development team presented Options green, blue and black for the relocated eastbound I-70 ramps. Then last December, as we were being forced to evaluate the three options on south Youngfield, two of those were eliminated. No public information was given. Many months later we discovered the reason. Exhibit 5 is a letter copied from the Wheat Ridge city file but it is not revealed in the EA. We object to the arbitrary shutting down of study for options to this highly negative I-70 interchange placement.</p>	<p><b>Response to Comment #228-32:</b> Please refer to our response to Comment #147 in regard to your comment on traffic management solutions.</p> <p><b>Response to Comment #228-33:</b> Please refer to our response to Comment #4-1 in regard to the letter received by CDOT from Murray Wilkening P.C.</p>
<p><b>Comment #228-34</b></p>	<p><b>Content; Neighborhood Impacts</b></p> <p><b>Short term impacts</b></p> <p>After the Cabela's store opens and <u>before</u> the I-70/SH-58 ramps are fully open, we want very special provisions to protect us. People would tend to drive to the area on I-70 where 32<sup>nd</sup> Avenue seems to be the <u>new way</u> to go to Cabela's. We believe the City and the Developer should constrain the new traffic from establishing an access pattern from I-70 via 32<sup>nd</sup> to Cabela Drive.</p> <p>One constraint should be serious signing for drivers to exit and return to Ward Road and follow Youngfield to the 40<sup>th</sup> Avenue underpass.</p> <p>Another constraint should be restriction of the south section of Cabela Drive to one lane southbound, one through lane northbound, and one auxiliary lane northbound terminating at the new WB I-70 on ramp. Only one curb cut would be needed for the commercial area oriented to the existing frontage road remnant on the east side of this part of Cabela Drive.</p> <p>Signage internal and external to the development should make the traffic flow to and from the 40<sup>th</sup> Avenue tunnel, even that traffic which leaves I-70 EB at 32<sup>nd</sup> Avenue.</p>	<p><b>Response to Comment #228-34:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p>Please refer to <b>Section 2.4 Implementation Schedule</b> in the FONSI in regard to your comment on the construction timing.</p>
<p><b>Comment #228-35</b></p>	<p><b>Noise and Air Quality</b></p> <p>We are aware that impacts will occur in these categories. It is impossible to estimate because the distribution of traffic from the I-70/27<sup>th</sup> Avenue eastbound interchange has not been evaluated or presented in the EA.</p>	<p><b>Response to Comment #228-35:</b> FHWA and CDOT appreciate your concern related to traffic noise and air quality. <b>Section 4.5 Traffic Noise and Vibration</b> in the EA is a summary of the analysis that was performed as part of the EA to assess potential impacts from traffic noise to properties neighboring the proposed improvements. The October 2006 <i>Noise Impact Assessment Report</i> details the noise analysis conducted. <b>Section 4.4 Air Quality</b> of the EA and the October 2006 <i>Air Quality Assessment Report</i> detail the air quality analysis conducted. Additional air quality information is presented in <b>Section 3.2 Additional Information and Clarifications to Air Quality</b> in the FONSI. The noise and air quality models were based on traffic, which includes eastbound I-70 hook ramps as part of the Proposed Action. Noise mitigation includes rebuilding the existing noise barrier along I-70 near 27<sup>th</sup> Avenue where the barrier must be removed for the proposed eastbound I-70 hook ramps. This rebuilding of the existing noise wall was calculated to provide a 12 dBA noise reduction for the residences on 26<sup>th</sup> Avenue adjacent to I-70.</p>
<p><b>Comment #228-36</b></p>	<p><b>Community Cohesion</b></p> <p>All community functions need a safe workable street network. The plan to put non-local traffic through the 32<sup>nd</sup> Avenue hole in the I-70 wall will indeed harm the community.</p>	<p>Given that air pollutants are not predicted to exceed the NAAQS in the future as a result of implementing the Proposed Action, mitigation measures for air quality are not necessary for the project. Future emissions from on-road mobile sources will be minimized globally through several federal regulations. The Denver area maintenance plans for carbon monoxide, ozone, and particulate matter will serve to avoid and minimize pollutant emissions from project area roads. In regard to air quality, DRCOG is responsible for monitoring growth within the metropolitan area and regularly examines regional impacts by performing regional conformity evaluations. The cumulative impacts on air quality from current and future transportation sources are accounted for in the conformity analysis for the Regional Transportation Plan. Additional discussion is included in <b>Section 3.2 Additional Information and Clarifications to Air Quality</b> in the FONSI.</p>

Comment  
#228-37

Comment  
#228-38

**Safety**

The EA is focused on vehicular traffic. All non-vehicular movements need genuine consideration and too little has been studied for the community as a whole. Simple accessibility vs. high density traffic and diverted traffic would be a good place to start. When local circulation is impeded at 32<sup>nd</sup> Avenue, local traffic will divert to 20<sup>th</sup> Avenue for east-west and to McIntire for north-south access to community functions. This demonstrates the need for a more serious scope and analysis.

**Community Attributes**

Wheat Ridge prides itself for having been the Carnation Capital of the World. In 1970 when Wheat Ridge adopted this name for its FIRST BIRTHDAY celebration, carnation growers were the largest industry in the area. The crop requires specific climate and equipment and handling procedures.

There were about a dozen major carnation producers. Now there is only one, the Novacek's Greenhouse. And it lies directly in the chosen path of the relocated I-70 eastbound interchange.

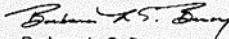
The EA currently says this carnation farm has no historical significance and thus constitutes no significant impact caused by the Build Alternative.

This was done by omitting vital facts. This was done by excluding information offered by the original farm family owners, the Novaceks, who have been operating continuously since 1950. This was done while nearby properties – lauded for representing agricultural history in the community – were fully described and found eligible to the National Register of Historic Places.

This was done by leaving blanks on the state Office of Archaeological and Historic Preservation inventory form where owner-proffered information would have shown importance in history and integrity of property. This is a material, significant negative impact to our community caused directly by the proposed Build Alternative.

We thank you in advance for taking all of these comments into serious consideration and are trusting that a good faith effort will apply to deriving solutions now. With concurrence of the Applewood Valley Association Board of Directors, the above comments are submitted for your action.

Sincerely yours,



Barbara L. S. Barry  
President, Applewood Valley Association

**Response to Comment #228-36:**

The fact that SH 58 and I-70 have few crossing roadways, which limits traffic flow across these major corridors, was identified as a constraint to alternative development (see **Section 2.2 Alternatives Considered** in the EA) and is also discussed in the community cohesion and connections subsection of **Section 4.1.2 Social and Economic Conditions** in the EA.

**Response to Comment #228-37:**

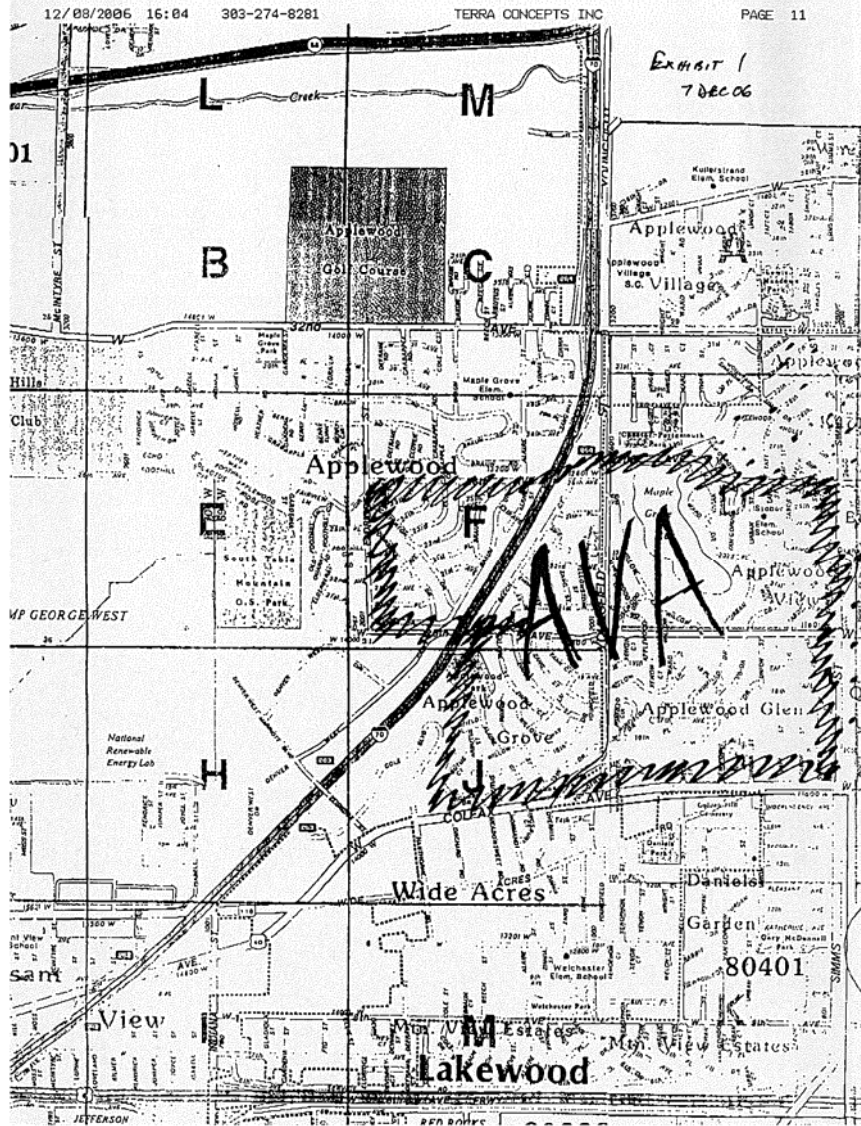
FHWA and CDOT appreciate your observations regarding traffic safety in the area. FHWA and CDOT believe that the safety analysis presented in **Section 3.4 Street and Highway Safety** of the EA is adequate for the characterization of project impacts and identification of mitigation requirements. Further detailed evaluation will be conducted during final design to ensure that the transportation facilities are appropriate from both an engineering and traffic safety standpoint. Substantial effort has been devoted to safety considerations for school zones, pedestrians, and bicyclists. Please see our response to Comment #13-2.

**Response to Comment #228-38:**

Please refer to **Section 3.4 Novaceks' Carnation Nursery, 2635 Youngfield Street** in the FONSI in regard to your comment on the Novacek property.

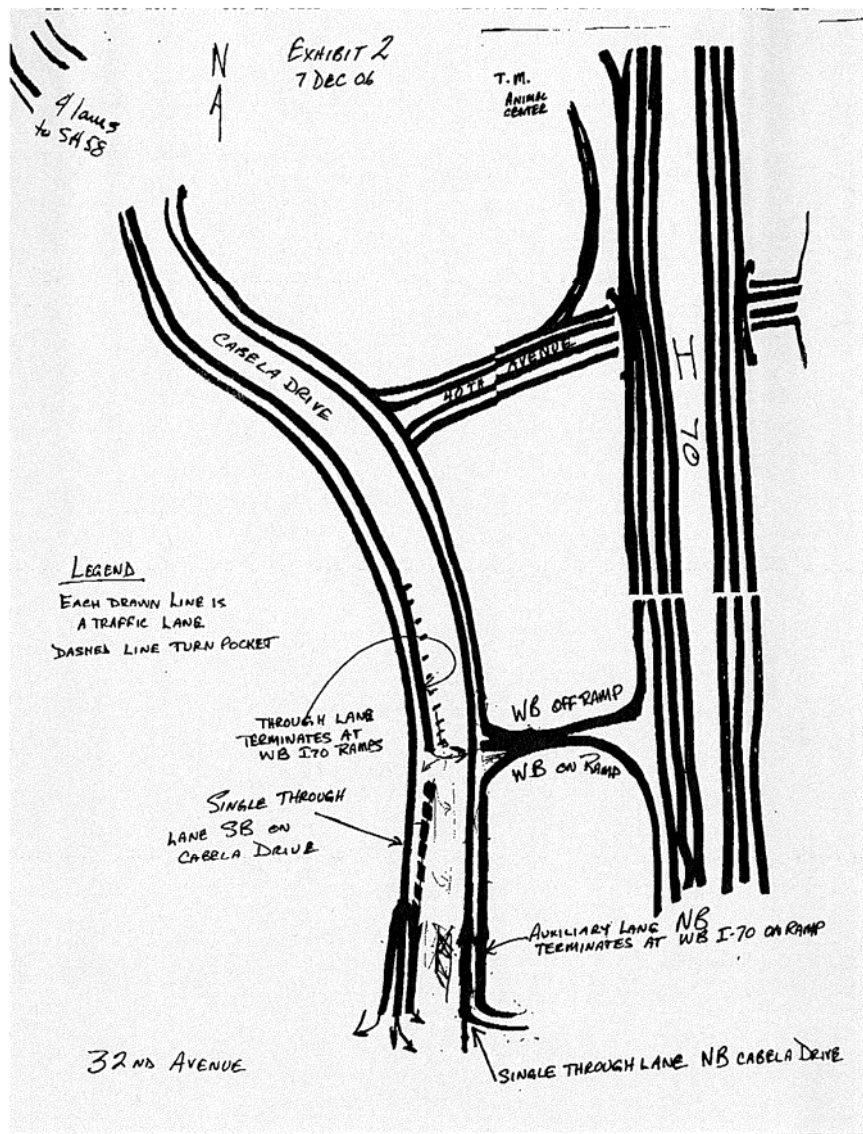
Applewood Valley Association

Comment #228



Applewood Valley Association

Comment #228



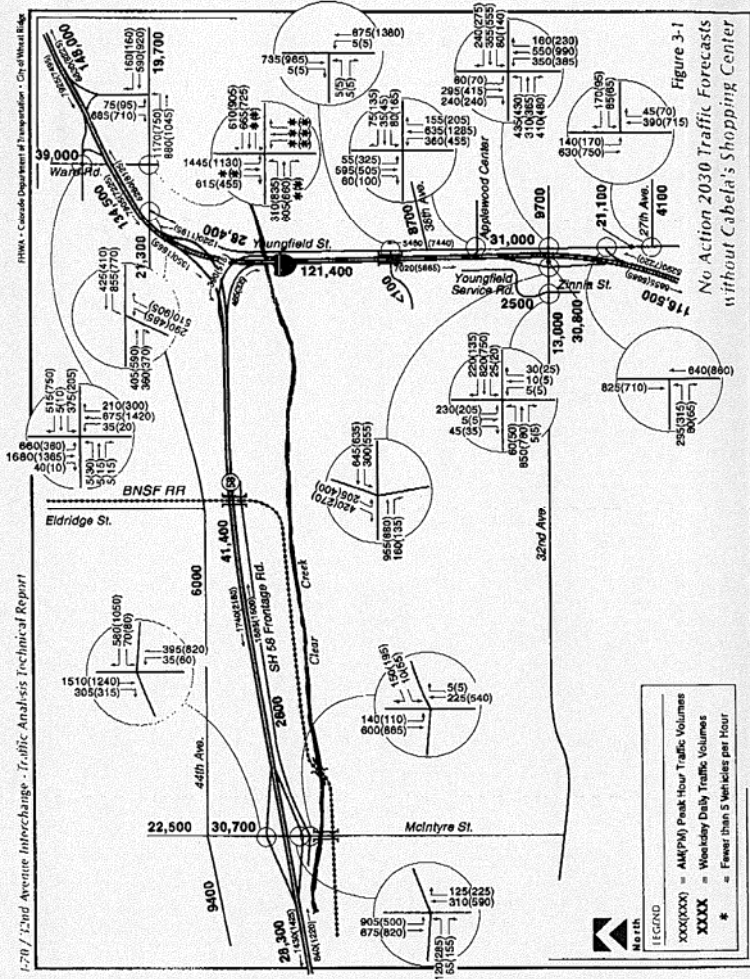


Figure 3-1  
No Action 2030 Traffic Forecasts  
without Cabela's Shopping Center

AVA LETTER EXHIBIT 3 TDEC06

Applewood Valley Association

Comment #228

EXHIBIT 4  
7 DEC 02

Applewood Valley Association  
Post Office Box 25  
Golden, Colorado 80402

28 January 05

Mr. Dick Cabela  
c/o Teri Wolff  
1 Cabela Drive  
Sydney,  
Nebraska 69160

Dear Mr. Cabela;


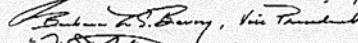
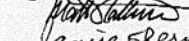
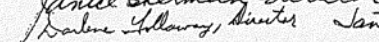


Our homeowner's association of 1700 families is gravely concerned about the content of your company's decisions regarding the Wheat Ridge site. While many of us appreciate the quality of your facilities elsewhere in the country, we are shocked by the mistakes about traffic capacity and safety in this proposal!

Please look at the attached map. Applewood is divided by I 70. There are very few streets for neighborhood circulation. One whole mile of Youngfield Street has been appropriated to serve as the spine of the Applewood interchange on I 70 (shown in red). Youngfield and 32<sup>nd</sup> Avenue are jammed with vehicles and school pedestrians many hours of the week.

Your development team has reported refusal by the Colorado Department of Transportation to the request to add an interchange. Of course! That was the wrong question. A request to replace the Applewood interchange with a full service design would receive an entirely different response. Further, we believe it would receive resounding support from the whole community.

Thank you for taking a new, sincere look at this situation.

Very truly yours,

 WILLIAM DOIG, PRESIDENT  
 Barbara S. Barry, Vice President  
 Janice Sherman, SECRETARY  
 Janice Sherman, director  
 Darlene Yalloway, Director  
 Jan McQuade - Stearns, Director

Officers and Directors of the  
Applewood Valley Association

Applewood  
Valley  
Association

Comment  
#228

LAW OFFICES OF  
**MURRAY WILKENING, P.C.**  
7586 West Jewell Avenue, Suite 300  
Lakewood, Colorado 80232  
Telephone (303) 763-8988  
Facsimile (303) 763-9065  
Email: murray@mwilkening.com

20 DEC 05  
EXHIBIT 5  
7 DEC 06



December 20, 2005

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

Randy Young  
City Manger  
7500 W. 29th Ave.  
Wheat Ridge, CO 80033-8001

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

Re: Cabela's Wheat Ridge, Colorado Project

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

This letter is sent on behalf of my client, HGN Realty, LLC. HGN Realty is the owner of the Applewood Tech Center building located at 2801 Youngfield, Wheat Ridge, Colorado (the "property").

Just recently, HGN Realty became aware of adverse and negative information about the property being presented to the public regarding the proposed Cabela's development. Specifically, "Hook Ramp Refinements/Options" are being published which show a proposed Interstate 70 ramp running right through the property. This information is set forth on the [www.cabwheatridge.com](http://www.cabwheatridge.com) website, the City of Wheat Ridge web site, and apparently was presented at a November 30, 2005 public meeting.



Applewood  
Valley  
Association

Comment  
#228

12/08/2006 16:04 383-274-8281

TERRA CONCEPTS INC

PAGE 16

Letter to Thomas E. Norton,  
Randy Young and Mike Callahan  
December 20, 2005.  
Page 2

Daryll Propp, of HGN Realty, has been in business in Wheat Ridge for over 30 years, is in charge of managing the property, and is easily available to address any issues concerning the property. However, not one single person ever bothered to contact him before the publication of information identifying a taking of the property through the construction of a new highway ramp.

This information is obviously adverse in that it negatively impacts HGN Realty's ability to lease the property. Not only must Mr. Propp, as an honest businessman, disclose the possibility of the taking of the property to prospective tenants, other brokers must disclose the information to prospective tenants. Brokers will steer clients away from a property facing an uncertain future.

While the prospect of taking the property for a highway ramp seems absurd based on other available options, the prospect alone is enough to cause continuing damage to the property. Therefore, HGN Realty requests the following immediate action. The persons or parties responsible for suggesting any alternative that involves any taking of any part of the property should immediately disclaim and withdraw such proposals from public consideration. In addition, there should be an affirmative statement to the public that such proposals have been withdrawn. We expect that this will include an entry on the website and in any future plans, studies or proposals that are presented for public review and comment.

Mr. Propp appreciates the significant time and effort going into the Cabela's project, but does not agree with the presentation of irresponsible information to the public. Cabela's claims that they intend to be a good neighbor, on their website and elsewhere. Here is an opportunity for all involved to prove that is truly the case.

Applewood  
Valley  
Association

Comment  
#228

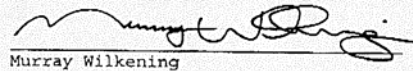
12/08/2005 16:04 303-274-8281 TERRA CONCEPTS INC PAGE 17

Letter to Thomas E. Norton,  
Randy Young and Mike Callahan  
December 20, 2005  
Page 3

Please feel free to contact me or Mr. Propp directly at (303)233-  
4000 if you have any questions or concerns.

Very truly yours,

MURRAY WILKENING, P.C.



Murray Wilkening

MW/9929-002

cc: HGN Realty, LLC  
Daryll Propp  
Mo Keller  
Gwen Green  
Pam Hutton  
Kevin McCasky  
Dave Auburn  
Jim Congrove  
Nanette Neelan  
Jerry DiTullio  
Randy Young  
Alan White ✓  
Steve Holt  
Bill Beams  
Mark Neinhauser  
Cabela's Wheat Ridge, c/o MCA Communications  
Ed Martinez  
David Nicol

<p><b>Julieann Nespore</b></p> <p><b>Comment #229</b></p> <p><b>Comment #229-1</b></p> <p><b>Comment #229-2</b></p> <p><b>Comment #229-3</b></p> <p><b>Comment #229-4</b></p> <p><b>Comment #229-5</b></p> <p><b>Comment #229-6</b></p>	<p>Comment received via the website. Date: 11/06/06 15:16</p> <p>I am the parent of a student at Maple Grove Elementary School and it is our strong hope that our son be able to attend The Manning School in the future. Moreover, we reside at 3160 Zinnia Court in Golden, unincorporated Jefferson County. We will be terribly and adversely impacted by the traffic changes proposed in the the Cabela's traffic plan.</p> <p>I am writing to express my horror at your continued proposed entrance/exit of Cabela's Drive from/to 32nd and Youngfield to a more appropriate site. I am extremely concerned about the safety of our children. The proposed sidewalk north of 32nd Avenue will do virually not good whatsoever. I would implore you to position one of your staff at the intersection of 32nd and Zinnia Court between 2:15 pm through 3:20 pm on a school day - you would (or should be) astounded at the traffic -car, foot or bicycle.</p> <p>I am appalled that we, as residents of Golden and unincorporated Jefferson County, will be impacted in such a serious and devastating manner by the desire of the City of Wheat Ridge for more revenue, when we are not even residents of Wheat Ridge. The Wheat Ridge border extends barely past the edge of the Conoco store, yet you are forcing the surrounding residents (non- Wheat Ridge residents) to suffer more traffic, taking and condemnation of their property and a drastic reduction in quality of life.</p> <p>Wheat Ridge is apparently not interested in reinvigorating its already blighted economic areas along 38th and 44th Avenues, yet the city is greedily jumping at the opportunity to annex land and generate tax revenue (mostly from tourists travelling through on I-70), all the while forcing those of us who actually live in the area to deal with a huge traffic increase, loss of property and a devastating and overall reduction in our quality of life in Applewood.</p> <p>I am especially concerned about the safety of our school children walking and biking from Maple Grove Elementary and The Manning School. Our wonderful Applewood area will forever be damaged by the desire of Coors to sell its property, the ongoing desire to continue to develop retail locations by Cabela's and most especially, the overreaching actions by the City of Wheat Ridge in seeking additional sources for tax revenues. I cannot overstate the tremendous inequity here - these traffic changes will most adversely affect homeowners who are NOT residents of Wheat Ridge. We do not benefit from any of their city services and yet we will suffer the most from that city's short-sightedness and greed.</p> <p>Not only will the traffic be unbearable and far more dangerous for our children, the effects on our quality of life and property values for those of us living in the subject area will be devastating. As I said above, I live at 32nd and Zinnia Court. There is simply not room to make 32nd Avenue into a four-lane road without taking property (yards) from my neighbors. Such a proposal is utterly unacceptable. Many of those people have lived there for over 25 years. We have already been forced to deal with the horrible traffic situation at 32nd and Youngfield. I am appalled that any governmental official or body would support making the area even more congested than it already is for those of us residing there. As you know, we in Applewood Mesa are already virtually landlocked because of Clear Creek and Table Mountain.</p>	<p><b>Response to Comment #229:</b> Julieann Nespore also submitted additional written comments. Please refer to Comment #13.</p> <p><b>Response to Comment #229-1:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p><b>Response to Comment #229-2:</b> Please refer to our response to Comment #13-2 in regard to your comment on school safety.</p> <p><b>Response to Comment #229-3:</b> Please refer to our response to Comment #10-2 in regard to your comments on the proposed development and Cabela's.</p> <p><b>Response to Comment #229-4:</b> Please refer to our response to Comment #13-2 in regard to your comment on school safety.</p> <p><b>Response to Comment #229-5:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p><b>Response to Comment #229-6:</b> The Proposed Action includes improvements along 32<sup>nd</sup> Avenue that will require partial acquisition of right-of-way from the properties along 32<sup>nd</sup> Avenue.</p> <p>CDOT sincerely regrets that private property sometimes needs to be acquired for transportation projects. This is an unfortunate reality of our work. We are well aware of the unique circumstances of your property and your situation and that makes this difficult decision even harder. We are aware of the emotional toll that property acquisition takes on affected property owners, especially in circumstances where occupants are displaced and relocated to replacement properties. Rest assured that, at the future time when the decision is made to proceed with the acquisition of your property, our right of way professionals will strive to provide you with the courtesy and dignity you deserve in the process.</p> <p>All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.</p> <p>Please refer to our response to Comment #10-4 for additional discussion on minimizing right-of-way and displacement impacts.</p>
---	---	--

<p><b>Comment #229-7</b></p>	<p>We must, in most instances, enter and exit our neighborhood from the 32nd and Youngfield intersection. To make that process even more difficult than it already is would be utterly arbitrary and unjust.</p>	<p><b>Response to Comment #229-7:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p>
<p><b>Comment #229-8</b></p>	<p>Simply put, the city (and county's) greed and desire for possible tax revenue is clouding its judgment and concern for the quality of life of the county taxpayers and residents. Our property values in Applewood Mesa remain high, in part, because of the quality of Maple Grove and Manning - two of the highest ranked and most awarded schools in the district. We regularly vote for bond and mill levy increases to help fund Jefferson County Schools, thereby increasing our property taxes.</p>	<p><b>Response to Comment #229-8:</b> Please refer to our response to Comment #10-2 in regard to your comments on the proposed development and Cabela's.</p>
<p><b>Comment #229-9</b></p>	<p>These increases benefit all Wheat Ridge area schools. We are willing to do so to make our schools the best they can be for our children. You know first-hand of the marked increase in valuations over the past several years - valuations which have made our property taxes rise. We have all borne that increase, knowing we are privileged to live in Applewood and have our children attend such quality schools. However, our true property values will decrease (which of course will not be reflected on our valuation by the county) and far, far worse - our quality of life will suffer drastically. We will be forced to deal with huge traffic increases and the safety of our children when walking or riding to school will be forever compromised.</p>	<p><b>Response to Comment #229-9:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p>
<p><b>Comment #229-10</b></p>	<p>Adequate access to Cabela's Drive can be provided WITHOUT allowing it to connect to 32nd Street. It is dangerous, unnecessary and a situation which would continue to pose a threat to the actual residents of the area!</p>	<p><b>Response to Comment #229-10:</b> FHWA and CDOT would like to address your misconception that the proposed development can be accessed McIntyre Street south of SH 58. Cabela Drive will not connect with the existing SH 58 frontage road, which currently intersects with McIntyre Street south of SH 58. The existing SH 58 frontage road will be cul-de-saced immediately west of the new SH 58/Cabela Drive interchange that is included in the Proposed Action.</p>
<p><b>Comment #229-11</b></p>	<p>There is no reason that both ingress and egress to the Cabela's property can't be from McIntyre, just South of Hwy 58. The plan already shows for exit from Cabela's at that location.</p>	<p><b>Response to Comment #229-11:</b> Please refer to our response to Comment #13-2 in regard to your comment on school safety.</p>
<p><b>Comment #229-12</b></p>	<p>The proposed primary entrance to Cabela's seriously compromises the safety of students at both The Manning School and Maple Grove Elementary. A safer and more viable entry/exit MUST be considered. I would very much appreciate your thoughts on this matter.</p>	<p><b>Response to Comment #229-12:</b> Please refer to our response to Comment #10-2 in regard to your comments on the proposed development and Cabela's.</p>
<p><b>Comment #229-13</b></p>	<p>Frankly, this devastating proposal cannot become a reality. Simply put - there needs to be a reasonable and well-considered solution to this problem. The current proposal is utterly unfair and unworkable. We need a more effective solution - a solution that will not impact residential areas and worse yet, the safety of school children</p>	<p><b>Response to Comment #229-13:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p>
	<p>Please respond with your thoughts on mitigating the volume of traffic at this already dangerous and congested intersection. Thank you in advance for your time and consideration. I look forward to hearing from you.</p>	
	<p>Lastly, a friend of my sister's...the recently president of Cabela's Bank, told her " if we (Cabela's) perceive we are not welcome in a neighborhood or area, then we won't go in there." Well, with all due respect, to the neighbors who will be most adversely affected, I AGAIN tell you: "YOU ARE NOT WELCOME HERE".</p>	