



**Parsons
Brinckerhoff** 1660 Lincoln Street
Suite 2100
Denver, CO 80264
303-832-9091
Fax: (303) 832-9096

November 22, 2005

Ms. Bonnie Rader
71 Algonquian Street
Aurora, CO 80018

Dear ^{Bonnie} Ms. Rader:

Thank you for your letter of October 30, 2005 with questions on the 1601 process and on traffic impacts of the I-70/E-470 interchange complex on Gun Club Road. The 1601 process is not yet completed. The System Level Study which is part of the 1601 is currently scheduled to be completed in the January/February 2006 period.

The Environmental Assessment (EA) that is being conducted for the I-70/E-470 Interchange Complex will address the issues of future traffic impacts in much more detail than the System Level Study. The EA is scheduled to be completed in July 2006. It will be available for public review and a public hearing will be held during the public comment period to seek comments and to answer questions on the EA. In fact one of the questions that will be addressed specifically in the EA is "What will be the traffic impacts of the interchange on Gun Club Road?"

While the traffic studies are still in progress, we have developed 2030 traffic projections, using the DRCOG regional model, for the "No Action" plan which would retain the I-70 ramps at Gun Club Road, and the Preferred Alternative which removes the I-70 ramps at Gun Club and provides full interchanges for I-70 at Harvest Road and at Picadilly Road. Under the "No Action" plan, Gun Club Road daily traffic south of Colfax Avenue is forecast to be 12,000. Under the Preferred Alternative, the 2030 volume is 4,000. Our traffic counts on Gun Club Road in 2004 found that daily traffic was 3600 vehicles on the average day.

Per your subsequent phone request, I'm enclosing a copy of CDOT's 1601 procedural directive and the companion policy directive. The procedural directive was effective October 2005; the procedural directive was effective December 15, 2004. I'm still researching information on the E-470 "non-compete" question.

You are on our mailing list and we will send you information on the availability of the EA for review and of the date for the public meeting well in advance. You can also email me at tone@pbworld.com; my direct phone is 303-390-5883.

Very truly yours,

John C. Tone, P.E.
Project Manager

Cc: Ken Frantz-E-470
Jim Bemelen-CDOT
Cecelia Joy O'Connor-CDOT
Mac Callison-City of Aurora
Jim Pankonin-Arapahoe County
Scott Sands-FHWA

Richard and Bonnie Rader

*71 Algonquian Street
Aurora, Colorado 80018
303-364-2905 ***berr@pcisys.net*

October 30, 2005

Jack Tone, P.E., Project Manager
Parsons Brinckerhoff
1660 Lincoln Street, Suite 2100
Denver, CO 80264

RE: 1601 Process

Dear Mr. Tone:

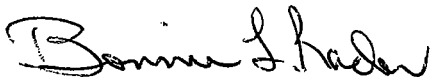
During the October 19, 2005 Public Meeting, it was stated that the 1601 Process had been completed for the E-470/I-70 interchange.

Please advise where we may review the section of the 1601 Process study that specifically determines the traffic impacts of the commuters using the I-70 interchange on Gun Club Road between I-70 and Mississippi.

Residents living in Thunderbird Estates and Gun Club Estates believe that once the E-470 traffic has been diverted to the Flyby, and it is easier for drivers to move from I-70 to Gun Club Road, that there will be a dramatic increase in drivers who will use the interchange to commute north and south on Gun Club Road. We need to know what recommendations, as is required under the 1601 Process, were made to mitigate the impacts to local homeowners from this additional traffic.

Please feel free to contact us by phone at 303-364-2905, or by email at berr@pcisys.net to advise us as to how we may review the study results.

Sincerely,



Bonnie Rader



**Parsons
Brinckerhoff**

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Denver, CO 80264
303-832-9091
Fax: (303) 832-9096

December 9, 2005

Fred B. Mould
980 South Gun Club Road
Aurora, CO 80018

Dear Mr. Mould:

Thank you for your letter which you presented on October 19, 2005 at the open house meeting on the I-70 E-470 interchange complex on Gun Club Road. Your letter focused on concerns about noise from E-470 and Gun Club Road, safety concerns caused by through traffic on Gun Club between SH 30 and I-70, heavy truck traffic on Gun Club, and noise from "jake brakes".

The Environmental Assessment (EA) that is being conducted for E-470, CDOT and the City of Aurora is evaluating alternatives for the I-70/E-470 Interchange Complex. The EA will address the issues of future traffic impacts in much detail and is scheduled to be completed in July 2006. The EA is being conducted in accordance with guidelines of the National Environmental Policy Act (NEPA). It will be available for public review and a public hearing will be held during the public comment period to seek comments and to answer questions on the EA. In fact one of the questions that being addressed specifically in the EA is "What will be the traffic impacts of the proposed interchange on Gun Club Road?"

While the traffic studies are still in progress, we have developed 2030 traffic projections, using the DRCOG regional model, for the "No Action" plan which would retain the I-70 interchange ramps at Gun Club Road, and the Preferred Alternative which removes the I-70 ramps at Gun Club and provides full interchanges for I-70 at Harvest Road and at Picadilly Road. Under the "No Action" plan, Gun Club Road traffic south of Colfax Avenue is forecast to grow to 12,000 vehicles per day (vpd). Under the Preferred Alternative, the 2030 volume on Gun Club just south of relocated Colfax is forecast to be in the 4,000 to 5,000 vpd range. Our traffic counts on Gun Club Road in 2004 found that daily traffic is currently 3600 vehicles on the average day.

A new connection between Gun Club Road south of Mississippi and SH 30 will be constructed as part of the Murphy Creek development. This connection, which is depicted in Aurora's Comprehensive Plan, is designed to improve safety at the intersection of Gun Club Road and SH 30. As part of the new interchange complex, the EA includes the relocation of Gun Club Road to a more easterly curved alignment north of Sixth Avenue, and of course the ramps at I-70 and Gun Club will eventually be removed. The EA does not include any widening of Gun Club Road except at the intersection of relocated Colfax Avenue. In the interim, the E-470 Flyby under construction will remove the high speed through traffic from the Gun Club Road signalized intersection and will improve safety for local traffic trying to reach I-70. The Flyby will allow through traffic to remain on E-470. In fact, the Thunderbird Estates Homeowners Association in June 2003 wrote "The existing E-470/I-70 intersection is very dangerous. Thunderbird Estates is fully supportive of the By-Pass..."

As part of the EA, numerous noise readings have been collected of the current noise levels in the study area, including at least one observation at Thunderbird Estates. We will be modeling the noise resulting for the proposed new roadways and the forecast traffic volumes to evaluate the need for any mitigation. In fact, some of the noise that is now caused by trucks accelerating



from the traffic signals on E-470, and using their "jake brakes" to slow for the reduced speed limits in the section with the traffic signals will be alleviated by the current construction. More exhaust emissions result from vehicles accelerating from stopped conditions. By providing for full ramp connections between I-70 and E-470, the proposed interchange will eliminate much of the current stop-and-go traffic. Even with the interim improvements, the Flyby and Ramp H, the number of vehicles which will have to stop at the traffic signals will be greatly reduced.

You are on our mailing list and we will send you information on the availability of the EA for review and of the date for the public meeting well in advance. You can also email me at tone@pbworld.com; my direct phone is 303-390-5883.

Very truly yours,

A handwritten signature in black ink that reads 'John C. Tone'. The signature is written in a cursive style and is positioned above the printed name and title.

John C. Tone, P.E.
Project Manager

Cc: Ken Frantz-E-470
Jim Bemelen-CDOT
Mac Callison-City of Aurora
Jim Pankonin-Arapahoe County

Fred B. Mould
980 S. Gun Club Road
Gun Club Estates
Aurora, CO 80018

RE: Environmental Assessment (EA) I-70/E-470 Interchange Complex

The City of Aurora and the E-470 Public Highway Authority in association with the Colorado Department of Transportation continue to conduct an Environmental Assessment and preliminary engineering study.

As this project moves forward, the residents living in Thunderbird Estates and Gun Club Estates continue express concern regarding:

1. Noise from E-470 traffic
2. Noise from Gun Club Road traffic
3. Dangers posed to locals by "Speed Spill-Over" from I-70 and Highway 30
4. Heavy truck traffic using Gun Club Road between Mississippi and I-70
5. Noise from engine retarders (jake brakes) is intolerable.

Concern: As a direct result of the Flyby improvement, the City of Aurora is preparing Gun Club Road to accommodate more/faster traffic. As a direct result of the completion of the Flyby, residents will be exposed to more dangers, noise and pollution caused by the increase in high-speed semi-tractor trailer trucks and commuters passing their homes. The Flyby will make it easier for drivers wishing to exit/enter I-70 to Gun Club Road. This will encourage more drivers to travel Gun Club Road.

In anticipation of this, the City of Aurora is requiring a new access road at Highway 30/Mississippi/Gun Club Road to accommodate the increased traffic. It appears that this new portion of Gun Club Road will have 4 lanes and turn lanes to accommodate the flow of traffic.

The increase in lane size and the new turn lanes of this section of road will increase the dangers presently posed to the residents living in Gun Club Estates and Thunderbird Estates. Drivers turning on to Gun Club Road from Highway 30 will expect to maintain the 55 – 65 mph speeds. However, the road is two lanes from Mississippi to 6th Parkway. There are many private driveways and T intersections in this section of the road.

The same situation exists for drivers traveling south from I-70. Gun Club Road is two lanes until 6th Parkway where the road becomes wider, but then narrows back to two lanes. The commuters do not slow down for these changes.

Most of Gun Club Road between Mississippi and I-70 is too narrow, with no shoulder for emergency pull-off to accommodate heavy truck traffic. The high speeds at which these trucks travel the road make it nearly impossible for the driver to stop, or avoid hitting a resident as they are pulling out of their driveway or from a side street.

The City will tell the citizens that they are required to make changes according to ASHTO. However, residents are aware that although engineers in practice tend to treat the AASHTO as if it is established rigid mandatory standards, it in fact sets out guidelines, not standards, and its guidelines have flexibility. Recent changes in transportation law reject the assumption that traffic flow is more important than its surroundings. They repudiate the view that everything except motor vehicle traffic is merely part of the "surroundings".

Transportation agencies now have a clear duty under NEPA to consider and present to the public alternatives which involve lower design speeds or lower levels of service or both, and courts have a corresponding duty to insist that this review of alternatives is detailed and meaningful. In practice, highway departments often focus on the 85th percentile speed to the virtual exclusion of all other factors. The standard practice is to ensure that only 15 percent of motorists will be exceeding the speed limit, rather than to determine what is safe for residents, to be responsive to various community needs and to balance motorists' interest in speed against the other considerations.

Gun Club Road poses a number of significant hazards brought about by increased traffic. The residents request that the FHWA encourage independent designs tailored to the particular situation. The impacts to Gun Club Road and its residents should be completely rethought and more consideration should be given to how well the current plans meet the community's needs, what design speed has been assumed and what is appropriate, what stopping sight distances have been assumed and what alternatives exist to lessen them, what increase in traffic volumes have been assumed and what is their basis, what impacts could be avoided if a lower design speed and lower stopping sight distances were assumed.

REGULATORY AUTHORITY FOR E-470/I-70 GUN CLUB ROAD INTERCHANGE

The 1601 process requires studies that must determine the traffic impacts of the proposed interchange on the regional highway system and the impacts on local street network. *Residents request that the FHWA and CDOT require the City of Aurora to refrain from encouraging high speed commuter and heavy truck traffic to travel Gun Club Road.*

Concern: Noise from E-470 and Gun Club Road will increase once the Flyby is completed. The Federal Highway Administration formula indicates that, at a spot 20 feet from the edge of a heavily traveled rural arterial (one with an average daily traffic volume of 24,000 vehicles and a maximum hourly traffic volume of 6,000 vehicles) an increase in average travel speeds from 25 miles per hour to 40 miles per hour would result an increase in noise of 5.7 decibels. Once the vehicles traveling E-470 are no longer required to slow for the stop lights at the intersection of I-70 and E-470 and high speeds are maintained, the noise impacts to Thunderbird Estates will be substantially increased.

Concern: Increased traffic - increased air pollution. USEPA data indicate that emissions of hydrocarbons decrease significantly as speed increases to 20mph, and then decrease more gradually with increasing speed. Nitrogen oxide emissions begin to increase with traffic speeds at about 25 mph, and then increase sharply with traffic speed at about 48 mph.

Since the opening of E-470 and the resultant development that has come with it, residents living in Thunderbird and Gun Club Estates have watched as the air in their living environment has steadily deteriorated. Where once we could see the air pollution in the distance, on many days, we now live in it. There are days when we cannot clearly see the fields across the road. Residents are very concerned about the Ozone levels. The more sprawl development and traffic – the worse the contamination settles into the valley. If the Flyby encourages more traffic on E-470, and the easier access from I-70 encourages more traffic on to Gun Club Road, the air quality impact can only degrade further.



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December 9, 2005

Richard and Bonnie Rader
71 Algonquian Street
Aurora, CO 80018

Dear Mr. and Mrs. Rader:

Thank you for your letter which you presented on October 19, 2005 at the open house meeting on the I-70 E-470 interchange complex on Gun Club Road. Your letter focused on concerns about noise from E-470 and Gun Club Road, safety concerns caused by through traffic on Gun Club between SH 30 and I-70, heavy truck traffic on Gun Club, and noise from "jake brakes".

The Environmental Assessment (EA) that is being conducted for E-470, CDOT and the City of Aurora is evaluating alternatives for the I-70/E-470 Interchange Complex. The EA will address the issues of future traffic impacts in much detail and is scheduled to be completed in July 2006. The EA is being conducted in accordance with guidelines of the National Environmental Policy Act (NEPA). It will be available for public review and a public hearing will be held during the public comment period to seek comments and to answer questions on the EA. In fact one of the questions that being addressed specifically in the EA is "What will be the traffic impacts of the proposed interchange on Gun Club Road?"

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As part of the EA, numerous noise readings have been collected of the current noise levels in the study area, including at least one observation at Thunderbird Estates. We will be modeling the noise resulting for the proposed new roadways and the forecast traffic volumes to evaluate the need for any mitigation. In fact, some of the noise that is now caused by trucks accelerating from the traffic signals on E-470, and using their "jake brakes" to slow for the reduced speed limits in the section with the traffic signals will be alleviated by the current construction. More exhaust emissions result from vehicles accelerating from stopped conditions. By providing for full ramp connections between I-70 and E-470, the proposed interchange will eliminate much of the current stop-and-go traffic. Even with the interim improvements, the Flyby and Ramp H, the number of vehicles which will have to stop at the traffic signals will be greatly reduced.

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Very truly yours,

A handwritten signature in cursive script that reads 'John C. Tone'.

John C. Tone, P.E.
Project Manager

Cc: Ken Frantz-E-470
Jim Bemelen-CDOT
Mac Callison-City of Aurora
Jim Pankonin-Arapahoe County

RICHARD & BONNIE RADER
71 Algonquian Street
Thunderbird Estates
Aurora, CO 80018

RE: Environmental Assessment (EA) I-70/E-470 Interchange Complex

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4. Heavy truck traffic using Gun Club Road between Mississippi and I-70

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Concern: Noise from E-470 and Gun Club Road will increase once the Flyby is completed. The Federal Highway Administration formula indicates that, at a spot 20 feet from the edge of a heavily traveled rural arterial (one with an average daily traffic volume of 24,000 vehicles and a maximum hourly traffic volume of 6,000 vehicles) an increase in average travel speeds from 25 miles per hour to 40 miles per hour would result an increase in noise of 5.7 decibels. Once the vehicles traveling E-470 are no longer required to slow for the stop lights at the intersection of I-70 and E-470 and high speeds are maintained, the noise impacts to Thunderbird Estates will be substantially increased.

Concern: Increased traffic - increased air pollution. USEPA data indicate that emissions of hydrocarbons decrease significantly as speed increases to 20mph, and then decrease more gradually with increasing speed. Nitrogen oxide emissions begin to increase with traffic speeds at about 25 mph, and then increase sharply with traffic speed at about 48 mph.

Since the opening of E-470 and the resultant development that has come with it, residents living in Thunderbird and Gun Club Estates have watched as the air in their living environment has steadily deteriorated. Where once we could see the air pollution in the distance, on many days, we now live in it. There are days when we cannot clearly see the fields across the road. Residents are very concerned about the Ozone levels. The more sprawl development and traffic – the worse the contamination settles into the valley. If the Flyby encourages more traffic on E-470, and the easier access from I-70 encourages more traffic on to Gun Club Road, the air quality impact can only degrade further.



**Parsons
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November 14, 2005

Ms. Nicole Champine
Cordillera Corp.
7800 East Dorado Place
Suite 250
Englewood, CO 80111

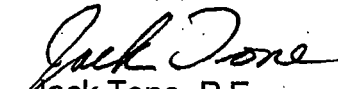
Dear Ms. Champine,

Thank you attending the open house meeting for the I-70/E-470 Interchange Complex Environmental Assessment (EA) on October 19, 2005. It was a pleasure discussing our concept plans with you.

Per your request, I'm forwarding a copy of a portion of the exhibit we showed at the meeting. This shows the area north of Colfax Avenue and west of Picadilly Road where the new interchange with Interstate 70 is proposed. As discussed at the meeting, the EA process will not be finalized until late 2006, but the enclosed drawing shows the latest concept plan for the interchange. Under this plan, Picadilly Road would be relocated west of its current location and would pass under two new bridges which would carry I-70 over relocated Picadilly. A full interchange is proposed for I-70 at this location, providing for movements west and east on I-70, as well as connections with E-470.

Thank you again for attending the meeting. Please call me at 303-390-5883 or email me at tone@pbworld.com if you have any questions about the concept plan.

Very truly yours,


Jack Tone, P.E.,
Project Manager

Enclosure

CC: Mac Callison City of Aurora
Jim Bemelen, P.E. CDOT Region 1
Ken Frantz, P.E. E-470 PHA

*Response to
verbal inquiry at
10/19/05 open house
meeting.*



**Parsons
Brinckerhoff**

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Mr. Gary Dahl
1000 South Coolidge Street
Aurora, CO 80018

November 9, 2005

Dear Mr. Dahl,

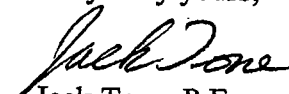
Thank you for attending the October 19, 2005 open house meeting in Aurora on the I-70/E-470 Interchange Complex Environmental Assessment and for submitting comments and questions.

You had mentioned to Jim Bemelen of CDOT Region 1 that you had experienced long delays for traffic from Smith Way attempting to turn left at the Gun Club Road traffic signal. CDOT Traffic Engineers visited the site and inspected the signal operations. They found that there was a bad video card in the detection system and that the camera was slightly off and failed to detect a vehicle in the left-most turn lane. The faulty card has been replaced and the detection zone corrected. The operations were observed for one hour and never missed a call. Every left turning vehicle should now trip the signal. Thank you for letting CDOT know about this problem

You and I also talked about the traffic and revenue from the E-470 ramps to and from the north at 6th Parkway. I had sent you a letter on March 25th after our February 22, 2005 open house meeting that addressed your questions. Perhaps that letter did not get delivered, so I am enclosing another copy.

Thank you again for attending the October 19th meeting. We have your name on our mailing list and will be sure to send you future newsletters and notices of future meetings. Please give me a call at 303-390-5883 if you need further details on these matters.

Very truly yours,


Jack Tone, P.E.,
Project Manager

*Response to verbal
discussion at 10/19/05
open house meeting.*

Enclosure: March 25 letter

CC:

Matt McDole, E-470 PHA
Jim Bemelen, CDOT Region 1
Mac Callison, City of Aurora



**Parsons
Brinckerhoff** 1660 Lincoln Street
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November 15, 2005

Rick and Jackie Newell
875 Picadilly Road
Aurora, CO 80018

Dear Mr. and Mrs. Newell:


Thank you for attending the October 19, 2005 meeting on the I-70/E-470 Interchange Environmental Assessment and for completing the two comment sheets. I'll respond to each of the questions that you raised. You expressed concern about providing for six lanes in the future on Picadilly Road. Both Federal and State planning procedures require that we look to future needs to avoid making investments that will soon be obsolete. Our planning horizon is 2030, some 25 years from now. I believe at the meeting, Mac Callison of the City of Aurora staff confirmed that Picadilly is shown on the City of Aurora's Comprehensive Plan as ultimately having six lanes. The DRCOG 2030 Regional Plan and the Arapahoe County Comprehensive Plan also show six lanes in the future. However, there are no plans for actual construction at this time. It is likely that Picadilly Road will be developed in stages as has been happening on Tower Road.

With the future development that is anticipated, signalized intersections will be required at major cross roads. The relocation of Picadilly north of East 11th Avenue will include a curved alignment that will discourage speeding. Enforcement of the speed limit and the truck restrictions on Picadilly is the shared responsibility of Aurora and Arapahoe County. I'm sending copies of your comment sheet and this letter to both jurisdictions to be sure they are aware of your concerns on speeding and use by heavy trucks. As part of Aurora's comprehensive plan, additional roadways parallel to Picadilly will be developed. That plan includes an extension of Tower Road between Colfax and Sixth Avenue (SH 30) and development of Harvest Road east of E-470. Both of these new roads will help to distribute future traffic volumes, rather than having it concentrated on a single road.

The current drainage problems along Picadilly with runoff from the property on the east side of Picadilly Road will be addressed in the development plans for Horizon City Center. The City anticipates that new drainage facilities will be provided on the east side of Picadilly Road to carry the storm water south to Coal Creek. I'm advised by City representatives that in their future reviews of the detailed plans submitted by Horizon City, they will be aware of your concerns for proper drainage and for safe driveway access.

As we mentioned at the October 19th meeting, we anticipate that a public hearing on the EA will be scheduled in June/July 2006. You are on our mailing list and we will send you information on the meeting date well in advance. You can email me at tone@pbworld.com; my direct phone is 303-390-5883.

Very truly yours,


John C. Tone, P.E.
Project Manager

Cc: Ken Frantz-E-470
Jim Bemelen-CDOT
Mac Callison-City of Aurora
Jim Pankonin-Arapahoe County

Date: 10/19/05

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
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COMMENT SHEET

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Visit us on the Web!
www.e470.com

NAME: Rick & Jackie NEWELL
ADDRESS: 875 PICADILLY ROAD
CITY, STATE, ZIP AURORA, COLO 80018
PHONE: 303-344-1520 EMAIL: brotherrnewell@aol.com

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

My first concern is about the comment made this evening about Picadilly Road being made 6 lanes. The representative has said that this has always been the city's long term plan. I have attended several meetings about the Horizon City Center and this widening of Picadilly has always been represented as a 4 lane road. This was presented by both the developer and the city planner as being 4 lanes.

We are also concerned about the increase in traffic on Picadilly with easy access to I-70. Picadilly has never been a designated truck route. Trucks presently use this because the city does not police the road. Will the city have a plan in place to control the increase in traffic on Picadilly? Also why isn't the increase in truck traffic part of the environmental assessment. As my house sits 50 ft off of Picadilly I

Date: 10/19/05

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
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COMMENT SHEET

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Visit us on the Web!
www.e470.com

NAME: Rock Newell
ADDRESS: 875 PICADILLY ROAD
CITY, STATE, ZIP AURORA COLO
PHONE: 303-344-1526 EMAIL: BROTHERNEWELL@aol.com

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

CANT HELP BUT BELIEVE THIS WILL NEGATIVELY IMPACT OUR QUALITY OF LIFE. THE PRESENT TRAFFIC ON PICADILLY IS EXTREMELY FAST AND UNCONTROLLED. EVERYTHING PROPOSED WILL ONLY INCREASE THIS AND WE WOULD LIKE TO KNOW THAT THIS IS SOMETHING THAT WILL BE ADDRESSED. WE ALSO FEEL THIS SHOULD BE PART OF THE ENVIRONMENTAL ASSESSMENT.

AS WE HAVE COMMENTED BEFORE WE ARE ALSO CONCERNED ABOUT THE CURVE UNDER PICADILLY THAT DRAINS THRU OUR PROPERTY ON THE WEST SIDE.

MY LAST CONCERN WAS TO MAINTAIN SAFE ACCESS TO MY DRIVEWAY OFF OF PICADILLY RD. THIS HAS BEEN VOICED TO THE HORIZON CITY CENTER GROUP IN NEIGHBORHOOD MEETINGS AND THEY WERE NOT CLEAR IN ORIENTATION OF ANY WIDENING OR EVEN IF OUR CONCERNS WOULD BE ADDRESSED.



**Parsons
Brinckerhoff**

1660 Lincoln Street
Suite 2100
Denver, CO 80264
303-832-9091
Fax: (303) 832-9096

November 11, 2005

Mr. Rick Kissell
20354 East Buchanan Drive
Aurora, CO 80011


Dear Mr. Kissell,

Thank you for your note on the I-70/E-470 Interchange Complex Environmental Assessment newsletter "Ways to Comment" section. Your note indicated support for the planned interchange improvements, and also urged that Tower Road be extended south of Colfax Avenue to Sixth Avenue.

While the extension of Tower Road is outside of our study area, we have included it in our traffic model to evaluate future traffic in the area. The extension of Tower road is included in the City of Aurora's Comprehensive Plan. By copy of the letter, I am forwarding your suggestion to Mr. Mac Callison, Principal Planner-Transportation in the City's Planning Department. Mac represents the City on the Coordination Team for our study.

Thank you again for your thoughts on the I-70/E-470 interchange complex and for your suggestion on extending Tower Road.

Very truly yours,


Jack Tone, P.E.,
Project Manager

CC: Mac Callison City of Aurora
Jim Bemelen, CDOT Region 1
Matt McDole, E-470 PHA,

October 19, 2005

4:30 - 7:00 PM

At the E-470 Administrative
Offices located at:

22470 East 6th Parkway
Aurora, CO 80018

* Persons with disabilities or with
hearing impairments may send a
fax to Jack Tone at
(303) 832-9096 to arrange for
special services 48 hours in
advance of the meeting.

Parsons Brinckerhoff

1660 Lincoln Street
Suite 2100

Denver, CO 80264

Attn: Jack Tone

Phone: (303) 390-5883

Fax: (303) 832-9096

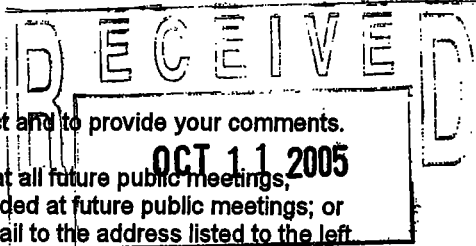
E-Mail: 170-e470@pbworld.com

The I-70/E-470 Interchange
Complex is on the Web!
www.e-470.com

Ways To Comment

There are several ways to stay involved in this project and to provide your comments.

- Visit the E-470 Web site at www.e-470.com;
- Provide comments to the Project Team on hand at all future public meetings;
- Drop your comments in the comment boxes provided at future public meetings; or
- Fill out the comment sheet provided below and mail to the address listed to the left



Please print the following information

Name (Nombre) Rick Kissell

Address (Dirección) 20354 E Buchanan Dr.

City (Ciudad) Aurora State (Estado) Co Zip Code (Código Postal) 80011

Phone (Teléfono) 3033636920 E-mail rkissell@earthlink.net

Please add me to the mailing list to receive future notices and newsletters. Yes No

Agregúeme por favor a la lista que envía para recibir los avisos y los boletines de
noticias futuros. Si No

¿Usted necesita este boletín de noticias entero traducido en español? Si No

Comment (Comentario) Dear Mr. Jack Tone: E470 I-70 Great,
Make them good. But what about little thing to
ease traffic woes Tower Road between 6th
& Colfax. Pusha Road through. It would
ease traffic on air port Blvd. Give people
more options to get to I-70. Even E470.
Make it a 4 Laner, from I-70 to 6th Ave
You may not be the one to talk to. Help IF You Can

Comments from the E-470 Public Meeting – October 19, 2005

Jill Schlaefer

- Thunderbird Estates. They reiterated existing concerns over unsafe speeds and truck traffic on Gun Club Rd and have much consternation over the impacts of future traffic noise for their neighborhood as the Aurora development plans come to fruition. Although they are quick to assign all increased traffic to the interchange project, I got the impression that they are appreciating that perhaps the area development is the cause, and the interchanges are the response. They are not pleased.
- The second folks I spoke with live at Piccadilly and 11th neighborhood and are very riled that Piccadilly will become a 6-lane road. They are concerned about how the increase in traffic volume will be handled where the 6-lanes narrow back to 2-lanes. They are concerned over the increased traffic noise. They are concerned about truck routing.

Ronald Degenhart

- I had a discussion with a property owner about the city's plans to extend 6th Ave. east from Gun Club Road but that was not related to the project. Otherwise I have no comments.

Jim Bemelen

- **Citizen: Unknown**
Issue: On EB I-70 approaching the Colfax exit, the existing signing causes 20 to 30 vehicles per day to inadvertently exit at Colfax thinking it's I-70; these vehicles then make a u-turn on Colfax to get back to EB I-70. The citizen states that one sign shows "Toll Road" ahead in the same area as the sign indicating to exit for Business Route 70. The citizen stated that CDOT ignored his same comment from the Feb-2005 open house. I informed the citizen that I passed on his concerns back in Feb-2005 and will do so again.
Citizen's suggested action: No specific suggestion; just asked for CDOT to look at the signing to see if something can be done.
My actions to date: Once again, I discussed this with Ken DePinto (CDOT Region 1 Traffic Operations Engineer). Ken informed me that he did look at the signing last spring, but did not agree there was a problem. However, he will re-investigate the signing to see if a modification is prudent. We reviewed the signing and cannot understand the complaint. I think if this person could contact me directly sometime I could try to help (no number was left). Most drivers know that while you are traveling on an interstate the signing is for exiting and mainline is for the continuous route. Since we are in the area we have reviewed this and observed traffic several times and couldn't determine if this is occurring. I'm sure once E-470 bypasses over I-70 the signing will change and since most of the signing is currently on overhead structures our preference would be to wait until that time. Any signing changes would be very costly and would only apply for about 12 months if that's the scheduled time frame for the bypass to open.
- **Citizen: Unknown**
Issue: The "vehicle detection" in the left lane on westbound Smith Road approaching E-470 from the east does not work. He said you have to drive into the right lane to get a green signal for the left turn.
Citizen's suggested action: Investigate
Actions to date: CDOT Traffic Operations personnel found a faulty video card in the signal controller and reprogrammed the detection zones. The problem has been corrected.



**I-70 E-470
INTERCHANGE COMPLEX**

The E-470 Public Highway Authority and the City of Aurora in association with the Colorado Department of Transportation – Region 1

October 19, 2005

Public Meeting Summary

Overview of Meeting

The Public Meeting for the I-70/E-470 Interchange Complex Environmental Assessment (EA) project was held on October 19, 2005 from 4:30 PM to 7:00 PM at the E-470 Public Highway Authority administration offices located at 22470 East 6th Parkway, Aurora, CO. The meeting was conducted in an Open House format with brief presentations given at 5:00PM and 6:00PM.

The presentation described the purpose and need, the alternatives development and screening process, status of environmental studies and project schedule. The early implementation of Ramp H from northbound E-470 to westbound I-70 was also discussed.

Approximately 25 citizens attended the open house. Copies of the attendance list are attached. During the open house and during the presentation, the public was given the opportunity to ask questions and discuss project issues with the project team.

Attendees were also encouraged to submit written comments. As of November 10, 2005, only one written comment has been received on public meeting comment sheets. Three letters have also been received. These comments and comments recorded by project team members who helped to facilitate the public meeting are summarized below.

Copies of the Written Comments are Attached

Follow-up to Date on Written Comments

Written responses are being provided to the above parties.

Summary of Verbal Comments

1. Bonnie Rader is concerned about the dangers of high speed traffic on Gun Club Road with the addition of the E-470 fly-by.
2. Jackie Newell is concerned about Picadilly Road being 6 lanes. She said that the citizens thought it was only going to be 4 lanes.
3. Jackie Newell is concerned about truck traffic on Picadilly, especially dump trucks, and wants to know if it is going to become a designated truck route.
4. Chester and Frances Penk have expressed concern about the signing from I-70 to W. Colfax. They say that traffic thinks that continuing along the mainline will put them onto E-470 so traffic exits onto W. Colfax. They said that they expressed the same comment at the last meeting but nothing was done.
5. What will Harvest Road service? Who will pay for the construction of Harvest Road?
6. Frances Penk is concerned that there is a wetland at Picadilly and the frontage road and that the wetland will be paved over.
7. Gary Dahl expressed concern over the traffic from I-70 eastbound turning onto Colfax Avenue and the long wait time because people do not know what lane they should be in.
8. Concern about if additional stop lights will be installed.



I-70 E-470 INTERCHANGE COMPLEX

The E-470 Public Highway Authority and the City of Aurora in association with the Colorado Department of Transportation – Region 1

9. There is a signal north of I-70 at East 19th Avenue that has cameras for detecting traffic. A car is not noticed in the left turn lane, only the right lane.
10. Bonnie Rader is concerned about noise levels and wants to make sure that they will be studied. She is especially concerned about the noise from E-470 and compared it to the tire noise from 225.
11. Gary Dahl wants to know if a gas station has been planned in the study area. He wants to know how a possible gas station would affect planning and bottleneaking.
12. Jackie Newell is concerned that Picadilly is not part of the impact area. She also said that she was not aware that Picadilly would be 6 lanes.
13. Concern was expressed over bottleneaking coming onto Picadilly from 6th.
14. Someone wanted to know how far south Harvest Road would extend, specifically if it would intersect the landfill.
15. Someone wanted to know if the jaunt of Mississippi was being moved or changed.
16. What will the speed limit be on Harvest and Picadilly?

Follow-up to Date on Verbal Comments

Comment 7: Jim Bemelen discussed this with Ken DePinto (CDOT Region 1 Traffic Operations Engineer). Ken looked at the signing last spring, but did not agree there was a problem. However, he re-investigated the signing and did not see that a modification was prudent.

Comment 9: CDOT Traffic Operations personnel found a faulty video card in the signal controller and reprogrammed the detection zones. The problem has been corrected.

**I-70 E470
INTERCHANGE COMPLEX**

**Public Meeting
October 19, 2005
4:30 PM to 7:00 PM**

E-470 Administrative Offices
22470 East 6th Parkway
Aurora, CO 80018

NAME	ADDRESS	PHONE	E-MAIL
Lyle York	19027 E. Hampden St. Aurora, CO	303-739-7330	
Lyle Goodson	1827 E. Colfax Aurora, CO	303-341-786	lgoodson@att.net
Nicole Champagne	7800 E. Dorado Pl. Ste 258 Englewood	303-779-8811	nicolechanak@hotmail.com
Debra Spatz Sessions	3250 D. W. 114 th Cir Westminster	303 469 7758	CMA CAMPANILES centralink.net
Ken Frantz	7392 S. Mobile, Centennial	(720) 876-1946	Kfrantz@cc-470.com
JJ Wiscuna	5255 Memphis St #98	303 307 1232	jwiscuna@e-470.com
Don Mubare	1315 Monroe Strassburg	303-981-8031	Alpha.kone@467@aol.com
RON DEGENHART	CITY OF AURORA	303-739-7300	rdegenhart@aurora.gov
MAS CALLISON	" " "	303.739.7250	Mcallison@AURORA.CO.ORG
JOHN FERNANDEZ	" " "	" " 7269	Jfernand@aol.com
Sharon Duwaith	9801 E. Colfax #308 Aurora 80010	303-264-8319	sduwaith@aurora.housing.org
Cecelia Joy O'Connor	18200 E. Coffey	303-757-9112	cecilia.joy@aol.com
Richard P. Roman	71 Colfax Aurora 80018	303-364-2905	brs@peisys.net
Terrie Robinson	288 S. Coolidge St. Aurora 80018	303-364-8726	trrobinson272@yahoo.com
Mary H. Korman	76 S. Alameda Street	303-344-4984	mmac11248@aol.com

NAME	ADDRESS	PHONE	E-MAIL
Huihong Lin	1515 1/2 Alameda Parkway Aurora, CO 80012	31739 7225	hlin@aurora.gov.org
Pearson Mary	1716 A. J. Dawson Way Aurora, CO 80012	303 337-4067	
Noel Tramsel	E470	303 537 3712	NTHSM6N@E470.com
Chester-Frances Penk	1062 Malaya Aurora 80018	303 366 7876	caefran@AOL.com
FRED MOUD	980 S. CUNCLIFF RD	303-366-7275	
Rick Newell	875 PICADILLY	303-344-1520	
Randy Cole	1022 S. Coolidge St	303 344 2028	
Louis Van Helden	98 S. Grandbay Cir, Aurora 80018	303-340-0968	Lvanhelden@gmail.com
Donna	4155 E. Jewell Ave #500	3-758-0680	
Martha Chapman	24850 E. Bayland Ave	303-341-1447	MLChap817@aol.com
IRINA SHIP	1685 S. CULVERBORO #364	303-388-6666	RSHIP@EAZR.NET
Gary Dahl	1000 S. Coolidge St	303-864-1212	meat925@aol.com



April 14, 2005

100
YEARS

Richard & Bonnie Rader
71 Algonquin Street
Aurora, CO 80018

Richard Ahrenkiel
23767 E. Byers Ave.
Aurora, CO 80018

Bill Rapp
177 S. Grandbay Circle
Aurora, CO 80118

**Parsons
Brinckerhoff**

1660 Lincoln Street
Suite 2100
Denver, CO 80264
303-832-9091
Fax: (303) 832-9096

Dear Thunderbird Estates Residents,

Thank you for faxing me your joint letter of April 11, 2005 with further thoughts on the I-70/E-470 Interchange Complex Environmental Assessment. I'm sending you a combined response. I have shared copies of your letter with E-470 PHA, CDOT and City of Aurora staff.

With respect to the prior conversations with Ed DeLozier, Bonnie's notes from the May 2002 meeting indicate that Ed discussed a potential earth berm along E-470 south of 6th Parkway, but also cautioned that a sound wall could reflect noise farther back into the neighborhood. This would support Ed's recollection of the meeting that he did not promise to construct sound walls. He said that he did offer trees for screening if you would relocate them but has not heard back from you. Thanks you for clarifying that you did not wish to pursue Ed's offer of trees for screening. He also told you that the PHA would consider resurfacing the E-470 roadways with a different asphalt material which has been successful in reducing noise on other sections of E-470. E-470 is planning to use this material in future resurfacing projects.

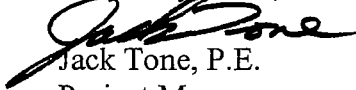
As to the discussions at the Rader's on June 10, 2003, Ken Frantz of the PHA staff and I both recall discussing the potential for damage to the Authority's fiberoptic communication underground cable which is located along the east right-of-way line that could result from constructing a high earth berm in that area. This communications link carries toll and traffic data and its protection is very critical to the Authority's operations.

The Environmental Assessment or EA is evaluating potential impacts of alternative interchange improvements at I-70 and E-470. The primary study area for the EA was developed to include the areas that would be directly impacted by potential construction, roughly within about one half mile of possible new ramps. As part of the EA we have taken noise measurements in the Thunderbird Estates area and will include your area in the noise impacts evaluation.

The observation that the noise readings from traffic on Gun Club Road were higher than noise from E-470 were made by the Carter Burgess engineer who conducted the survey. The recorded data do not differentiate the sources, but he could observe the passing vehicles and the resulting readings. In my letter of March 7th to the Raders, I said that we were checking for copies of the prior noise studies. E-470 and Carter Burgess have now located those surveys. One was part of the E-470 Environmental Study with data from 1992. The second was a Technical memorandum dated April 2001. As you know, we have obtained additional noise observations. All of these data will be documented in the EA.

We will continue to communicate with you and your neighbors during the planning process with the E-470 PHA, CDOT and City of Aurora. Thank you for your continued interest in the I-70/E-470 Interchange Complex study.

Very truly yours,


Jack Tone, P.E.
Project Manager

CC: Ed DeLozier-E-470
Matt McDole-E-470
Ken Frantz-E-470
Jeff Kullman-CDOT
Cecelia Joy-CDOT
Jim Bemelen-CDOT
Mac Callison-City of Aurora
Scott Sands-FHWA

April 11, 2005

APR 14 2005

Jack Tone, P.E., Project Manager
Parsons Brinckerhoff
1660 Lincoln Street, Suite 2100
Denver, CO 80264

Dear Mr. Tone:

Residents living in Thunderbird Estates are in receipt of your letter of response to our comments made at the February 22, 2005 open house meeting on the I-70/E-470 Interchange Complex Environmental Assessment. It is our opinion that a response from us is necessary.

Paragraph 2

You state that Ed Delozier, Executive Director of the E-470 PHA recalls the meeting with the Thunderbird Estates HOA Board clearly and states emphatically that he did not promise to construct sound walls.

In the past, it has been our experience, that when we have contacted Mr. Delozier about our concerns, he has been more than willing to work with area residents. Therefore, it is difficult to dispute his recollection of our meeting with him on May 23, 2002. However, at that meeting, Bonnie Rader took notes. Those notes read;

- ❑ Process 1601 – CDOT requirement for interchange. Transportation improvement.
- ❑ Need to make a simple fly-over because of safety and noise, will increase speed southbound, need dirt for noise mitigation.
- ❑ Ed would like our support.
- ❑ Board expressed concerns to Ed regarding current noise levels in TBE caused by E-470 traffic. Higher speeds on fly-over will increase current noise levels. What can be done to mitigate? Dirt Berm?
- ❑ Ed suggests that there will be a need to excavate during construction, should be moving a lot of dirt. Ed willing to put dirt toward dirt berm, will let us know if it can be done. Warned Board that sometimes a noise barrier can kick the noise up and over and into neighborhood farther back.

In 2003, during a meeting at the Rader's home that included representatives from Parsons, Wes Goff with CDOT, and the Thunderbird Estates HOA Board, residents mentioned that the Board had discussed a dirt berm with Ed Delozier. You, Jack Tone, told the residents that this would be impossible because the fiber optics lines would be under the berm. However, we have seen no documentation to support this claim.

In 2004, Mr. Delozier did call and inform the Raders that the E-470 Authority would need to dig up some trees along one portion of the Toll Road. However, the residents would have had to pay for transportation and planting of the trees on their property. This did not appear to be a solution to the current problem we have with noise from the Toll Road. Also, the water that would have been required to keep the trees alive is just not available.


Richard Rader explained this to Mr. Delozier during a telephone conversation. It was then that Mr. Delozier told Richard that he would be willing to re-pave the Toll Road from the fly-over to the bridge over Coal Creek with a new type of asphalt that is quieter than the present asphalt.

We are concerned that none of the response letters addressed the issue of why Thunderbird Estates was excluded from the EA study area. Thunderbird Estates has been dramatically impacted by the E-470 Toll Road, residents of TBE believe that it is only right that we are included in the EA.

Your letter makes mention that the noise caused by Gun Club Road traffic is worse than the noise from E-470. We who live with the noise respectfully disagree, and once again, we point out, nothing has been done to prove/disprove this statement. In fact, the noise on Gun Club Road is exacerbated by the noise from the Toll Road. The noise from traffic on Gun Club Road does not give the Authority an excuse to ignore the residents' complaint regarding noise from the Toll Road.


Your response offers to include noise studies in the EA that were completed of our area before the Toll Road was constructed - if the studies could be found. Residents living in Gun Club Estates and Thunderbird Estates have, in the past, reviewed the noise studies from before the construction of the Toll Road. Matt McDole provided those studies to Fred Mould and Richard and Bonnie Rader. If those studies have disappeared, we can provide you with our copies of the noise studies that were completed for the new Murphy Creek development as well as the pre-Toll Road studies of Gun Club Road. We are sure that the numbers in these studies will clearly detail how much the noise decibels have increased and now negatively impact our living environment.

Sincerely,

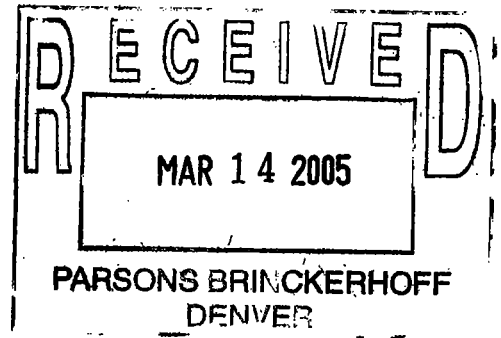

Richard Rader


Richard Ahrenkiel


Bill Rapp


Bonnie Rader

CC: CDOT
FHWA



March 8, 2005

Parsons Brinckerhoff
1660 Lincoln St. #2100
Denver, Co 80264
Attn: Mr. Jack Tone

Re: I-70 / E-470 Interchange: Comments from February 22, 2005 Public Meeting

Mr. Tone:

We are the owners of approximately 24 acres of land in the vicinity of East 6th Avenue and Picadilly Road. This land is zoned E-470 Buckley Research and Development within the City of Aurora. This zoning allows for primarily research and development centers with office, retail and commercial uses allowed to complement the R & D uses. During the annexation and zoning process with the City of Aurora we were shown the planned improvements for East 6th Avenue and other area infrastructure improvements, including the upgrading of Picadilly Road. These improvements were critical in our decision to annex and zone to the intense non-residential land uses offered by the City. These improvements are necessary to justify our decision to annex and zone in Aurora and pursue the eventual development of our property.

We therefore strongly support the two Alternatives 7 and 9 that propose interchanges at Picadilly Road as this will support the required area wide roadway network necessary to realize the intense non-residential uses planned in the southwest quadrant of I-70 and E-470 by the City of Aurora.

Your cooperation in this matter is greatly appreciated.

Sandra McCalmon
Ronald Gagnon
Gagnon Property, Ltd

Handwritten signature of Sandra McCalmon in cursive, with the initials "RTG" written below it.

No response required.



**Parsons
Brinckerhoff**

1660 Lincoln Street
Suite 2100
Denver, CO 80264
303-832-9091
Fax: (303) 832-9096

Mr. Gary Dahl
1000 South Coolidge Street
Aurora, CO 80018

March 25, 2005

Dear Mr. Dahl,

Thank you for attending the February 22, 2005 open house meeting in Aurora on the I-70/E-470 Interchange Complex Environmental Assessment and for submitting comments and questions.

Jim Bemelen of CDOT Region 1 has already spoken to you by phone to provide you with the results of CDOT's review of your concerns about traffic operations at the Colfax / Gun Club signalized intersection and also about long delays at the left turn signal from northbound Gun Club to go west on I-70. In response to your suggestion, CDOT plans to install a thru/right overhead sign to the eastbound center lane at Colfax/Gun Club to keep left turning trucks from blocking the center lane.

As to the protected left turn on green arrow only signal at the I-70 westbound entrance ramp, CDOT installed the protected left turn in 2002 after there were a number of serious accidents at that intersection. Their records, which include accident reports from the Colorado State Patrol, show no "approach turn" accidents since that date. The current "Flyby" construction underway by the E-470 Public Highway Authority will provide a bypass for through E-470 traffic removing much of the traffic from the four signalized intersections on Gun Club. Once the Flyby is open to traffic, anticipated in 2006, it will be possible to adjust the traffic signals to provide more "green time" to the left turning traffic and the Colfax cross traffic.

You also asked for information on the traffic and revenues received by E-470 from the ramps to and from the north at 6th Parkway. The most recent monthly data for February 2005 from E-470 shows that the ramps are serving close to 10,000 customers per month, more than double the traffic which used the ramps in the comparable period in 2003. The Systems Operations Analysis report we prepared in 2002 for E-470 projects that by 2020 the tolled ramps at 6th Parkway will serve some 1000 vehicle in just one hour in the morning peak. 6th Parkway is to be a major east-west arterial in Aurora's Comprehensive Plan and will provide access between E-470 and planned residential and commercial developments. Since February traffic is well below that of the average month, revenue for 2005 will undoubtedly exceed \$60,000. Since the ramp toll plazas are not staffed, this



revenue more than offsets the operating costs to the toll road. E-470 of course is a toll road and there are no "free" ramps. For those ramps which do not have a ramp toll, entering traffic cannot exit without passing through a toll collection point.

Thank you again for attending the February 22nd meeting. We have your name on our mailing list and will be sure to send you future newsletters and notices of future meetings.

Very truly yours,

A handwritten signature in cursive script that reads 'Jack Tone'.

Jack Tone, P.E.,

Project Manager

CC: Ed DeLozier, E-470 PHA
Matt McDole, E-470 PHA
Jeff Kullman, CDOT Region 1
Jim Bemelen, CDOT Region 1
Mac Callison, City of Aurora



Public Comment

Date: _____

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

Office Phone: (303) 390-5883
Office Fax: (303) 832-9096
Email: I70-e470@pbworld.com
Visit us on the Web!
www.e470.com

NAME: _____

ADDRESS: _____

CITY, STATE, ZIP _____

PHONE: _____ EMAIL: _____

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

COMMENTS FROM PRESENTATION:

- question never answered from Gary ~~Dott~~ P241
Cost ratio for 2 toll booths on both Ave
→ operating vs income

- new minor league ballpark traffic considered? Barbara Preston
A: won't significantly affect this traffic

- light to turn left arrow Fred ~~Boldwin~~ ^{Mould}
E470 + I-70 makes traffic worse
cant get on I-70 east from Gun Club especially in the morning
A: CDDT Aed signal operation to make it safer



**Parsons
Brinckerhoff**

1660 Lincoln Street
Suite 2100
Denver, CO 80264
303-832-9091
Fax: (303) 832-9096

March 9, 2005

Mr. Richard Ahrenkiel
23767 East Byers Avenue
Aurora, CO 80018

Dear Mr. Ahrenkiel,

Thank you for attending the February 22, 2005 open house meeting on the I-70/E-470 Interchange Complex Environmental Assessment and for submitting comments and questions.

You mentioned a meeting in 2001 with Ed Delozier, Executive Director of the E-470 Public Highway Authority. Mr. Delozier recalls the meeting clearly and states emphatically that he did not promise to construct sound walls. He said that he did offer trees for screening if the neighborhood group would relocate them but has not heard back on that offer. He also noted that the PHA would consider resurfacing the E-470 roadways in the future with a different asphalt material which has been successful in reducing noise on other sections of E-470.

With regard to your conversation with the Carter Burgess planners, they do confirm that noise readings taken in the Thunderbird Estates area did reach the 58 decibel level, but they also noted that the highest noise readings were from traffic on Gun Club Road immediately adjacent to the homes, not from E-470.

We will be developing more detailed plans for the interchange options in the coming months and will also be conducting further noise and environmental studies. We do have you on our mailing list and will be sure to send you future newsletters and information on future public meetings. Thank you for your interest in the I-70/E-470 Interchange Complex study.

Very truly yours,

Jack Tone, P.E.
Project Manager

Cc: E-470 PHA, CDOT, City of Aurora



Public Comment

Date: 2/02/05

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

Office Phone: (303) 390-5883
Office Fax: (303) 832-9096
Email: I70-e470@pbworld.com
Visit us on the Web!
www.e470.com

NAME: Richard Alrenkiel
ADDRESS: 23767 E. Byers Place
CITY, STATE, ZIP: Aurora, CO 80018
PHONE: (303) 364-5381 EMAIL:

Please add me to the mailing list to receive future notices and newsletters. Yes [X] No []

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

In 2001, several members of our community met with Mr. DeLozier to discuss support for the flyover. We pledged our support to the project and wrote several city and county leaders to confirm our support. At that time, Mr. DeLozier promised a sound barrier to mitigate the noise coming from E-470 to our neighborhood. To date, no action has been taken. Discussions with the planners at Carter Burgess indicate sound levels of nearly 60 decibels on calm, windless days, were measured in our neighborhood. This noise will only increase as traffic increases in our area. We are asking Mr. DeLozier to fulfill his promise and provide a sound barrier on the east side of E-470 near Coal Creek to protect our neighborhood.



**Parsons
Brinckerhoff**

1660 Lincoln Street
Suite 2100
Denver, CO 80264
303-832-9091
Fax: (303) 832-9096

Mr. and Mrs. Chester Penk
1062 Malaya
Aurora, CO 80018

March 9, 2005

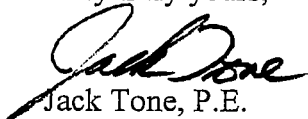
Dear Mr. and Mrs. Penk,

Thank you for attending the February 22, 2005 open house meeting on the I-70/E-470 Interchange Complex Environmental Assessment and for submitting comments and questions.

You mentioned that your concerns are focused on the potential impacts on New World West by any future interchange improvements in the I-70 / Colfax / Picadilly area. As discussed at the meeting, we are still evaluating many alternatives for the interchanges, including the "No Action" alternative. In the coming months we will be developing more detailed plans and conducting additional environmental analyses to determine a preferred alternative. We are aware of the wetland at Picadilly and the Frontage Road, and have been identifying potential wildlife impacts. We are also coordinating with Arapahoe County and the City of Aurora on future plans for Picadilly Road.

We will be developing more detailed plans for the interchange options and will also be conducting further noise and environmental studies to assess the alternatives. We do have you on our mailing list and will be sure to send you future newsletters and information on future public meetings. Thank you for your interest in the I-70/E-470 Interchange Complex study.

Very truly yours,



Jack Tone, P.E.

Project Manager

Cc: E-470 PHA, CDOT, City of Aurora, Arapahoe County

Date: 2-28-05

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

Office Phone: (303) 390-5883
Office Fax: (303) 832-9096
Email: I70-e470@pbworld.com
Visit us on the Web!
www.e470.com

NAME: Frances Penk
ADDRESS: 1062 Malaya
CITY, STATE, ZIP Aurora CO 80018
PHONE: 303 366-7876 EMAIL: _____

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

New World West will be impacted most by the Colfax/Picadilly/I-70 decisions. Concerns are:
① Wet land at frontage - Picadilly
② Hazardous exits from 11th AV - Homea south of 10th
③ Disruption of wild life (frogs, fox, coyote, eagles, hawks, prairie dog)
④ need to prevent Picadilly becoming a race track and/or truck route
⑤ I-70/C-470 interchange noise/pollution impact because of height

Frances Penk



**Parsons
Brinckerhoff**

1660 Lincoln Street
Suite 2100
Denver, CO 80264
303-832-9091
Fax: (303) 832-9096

Mr. Henry Grimm, Jr.
647 Laredo
Aurora, CO 80011

March 9, 2005

Dear Mr. Grimm,

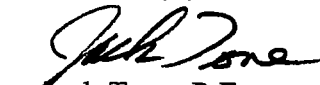
Thank you for attending the February 22, 2005 open house meeting on the I-70/E-470 Interchange Complex Environmental Assessment and for submitting comments and questions.

You mentioned that your concerns are focused on the potential future I-70 interchange at Harvest Mile Road and possible impacts on your property. As discussed at the meeting, we are still evaluating alternatives for the interchanges. In the coming months we will be developing more detailed plans and conducting additional environmental analyses to determine a preferred alternative. We have been coordinating with the City of Aurora and the East Cherry Creek Valley Water and Sanitation District and are aware of their studies for new water lines in the area. We will certainly any potential impacts to their facilities in our planning.

You ask what agency would be acquiring future rights-of way for Harvest Mile Road and a possible interchange. Harvest Mile Road is included in the Comprehensive Plan for the City of Aurora but Aurora has no plans at the present time for purchase of a right-of-way. If the plan ultimately for the interchange complex includes a Harvest Mile interchange, access to Harvest Mile would be controlled in the immediate vicinity of any ramps but would be available to your property.

We will be developing more detailed plans for the interchange options in the coming months and will also be conducting further noise and environmental studies. We do have you on our mailing list and will be sure to send you future newsletters and information on future public meetings. Thank you for your interest in the I-70/E-470 Interchange Complex study.

Very truly yours,



Jack Tone, P.E.,

Project Manager

Cc: E-470 PHA, CDOT, City of Aurora

Date: Feb 24, 2005

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

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Visit us on the Web!
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NAME: HENRY GRIMM JR.
ADDRESS: 647 LAREDO
CITY, STATE, ZIP AURORA, CO 80011
PHONE: 303-366-6531 EMAIL: _____

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

My concerns involve the proposed Harvest Mile Rd. interchange. I own the property on the North side of I-70 extending to 26th Ave. where this interchange would be located. My property is in unincorporated Adams County. The various routes and designs seem to change about every six months. There is a water line project proposed along Harvest Mile Rd at the present time. I have asked Aurora and Adams County officials if there is any conflict in having rights of way such as this put in the possible road way expansion areas. No official will say one way or the other. There are no road dedications for Harvest Mile Rd on my property at present. Since there has been no guidance from officials I plan to have the water right of way placed where it creates the least interference to the rest of my property.

What agency will be acquiring and paying for the road right of way?

Will there be any access restrictions to surrounding property from Harvest Mile Rd. and its interchange?



**Parsons
Brinckerhoff**

1660 Lincoln Street
Suite 2100
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Fax: (303) 832-9096

Richard and Bonnie Rader
71 Algonquin Street
Aurora, CO 80018

March 7, 2005

Dear Richard and Bonnie,

Thank you for attending the February 22, 2005 open house meeting on the I-70/E-470 Interchange Complex Environmental Assessment and for submitting comments and questions. Since many of your questions were quite similar, I'm sending this combined response. I have shared copies of your comment sheets with E-470 PHA, CDOT and City of Aurora staff. I noted that you have indicated support for closure of the I-70 Gun Club ramps and the addition of new interchanges at Picadilly and Harvest Mile Roads.

You both mentioned a meeting with Ed Delozier, Executive Director of the E-470 Public Highway Authority. Mr. Delozier recalls the meeting clearly and states emphatically that he did not promise to construct sound walls. He said that he did offer trees for screening if you would relocate them but has not heard back from you. He also told you that the PHA would consider resurfacing the E-470 roadways with a different asphalt material which has been successful in reducing noise on other sections of E-470.

Even prior to the February 22nd meeting, E-470 had negotiated an agreement with the Flyby contractor to use E-470 rather than Gun Club Road in bring fill material to the site from the south. With regard to possible future construction of I-70 interchange, E-470 and CDOT will certainly be aware of the need to avoid construction traffic in residential areas as much as possible.

With regard to emergency vehicle access, I have discussed this matter with Chief Campagnola of the Sable-Altura Fire Department. He had called me to express his concerns about maintaining access and not having increased response times from their location at Colfax and Powhaton. For the next few years as long as the I-70 Gun Club ramps remain open, there should be no change in response times. The Chief was of the opinion that having a short connector road between Powhaton and a new interchange at Harvest Mile would allow the Fire Department to continue serving your area without adversely impacting response times. Since Sable-Altura responds to incidents on E-470 between Mississippi and 88th Avenue, the E-470 PHA is also anxious to maintain their ease of access in emergencies.



We will explore your request for additional opportunities to communicate with you and your neighbors during the planning process with the E-470 PHA, CDOT and City of Aurora. We are also checking for prior noise surveys and will send you a follow-up if we are able to locate copies. Thank you for your continued interest in the I-70/E-470 Interchange Complex study.

Very truly yours,

A handwritten signature in cursive script that reads "Jack Tone".

Jack Tone, P.E.,

Project Manager

Date: 02-22-05

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

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NAME: RICHARD RADER
ADDRESS: 71 ALONGUARD ST
CITY, STATE, ZIP AURORA CO 80018
PHONE: 720 366 8686 EMAIL: rader39@qwest.net

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

- 1) RED DELOZIER PROMISED NOISE BARRIER ON THE EAST SIDE OF E470 FROM OLD 6TH AVENUE TO COAL CREEK BRIDGE. THE E470 TRAFFIC NOISE IS UNACCEPTABLE!
- 2) REMOVE GUN CLUB ACCESS TO I-70
- 3) CONSTRUCT PACIDALE & HARVEST MILE ACCESS TO I-70
- 4) RESTRICT ALL CONSTRUCTION TRAFFIC ON GUN CLUB ROAD TO FLY OVER CONSTRUCTION
- 5) RESTRICT ALL CONSTRUCTION TRAFFIC ON GUN CLUB ROAD WHEN CONSTRUCTION OF PACIDALE & HARVEST MILE RAMP TO I-70
- 6) CONSTRUCT EMERGENCY ACCESS ONLY FROM COUNTRY @ GUN CLUB OVER I-70 EAST BOUND FOR FIRE/EMT ACCESS

Date: 02-22-05

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

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NAME: Bonnie Rader

ADDRESS: 71 Algonquian St

CITY, STATE, ZIP Aurora CO 80018 Thunderbird Estates (TBE)

PHONE: 303-364-2905 EMAIL: berr@pcisys.net

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

1) Ed Dalozier promised the Board of Directors of TBE that if we would not hinder the Fly By, he would find a way to build a noise barrier along E-470 between old 6th & Alameda/coal creek. He was willing to consider a dirt Berm. We are overwhelmed by the noise, particularly on days of inversion. We did not oppose the Fly By - we want a noise barrier.

2) Please restrict all ^{2470 related} construction traffic from using Gun Club Road between I-70 & Mississippi.

3) We still believe that full ^{Active} citizen participation is important. Is there a plan to form a committee that includes impacted citizens to work w/ CDOT, FHWA, Aurora County? Particularly during the EI

4) We want to see noise study results from before E-470 was constructed and we want them used for the EI to determine current & future noise impacts

5) Isnt it proper procedure to respond ^{written} to comments?



Public Comment

Date: 2-22-05

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

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NAME: DEAN SESSIONS - THE DENVER GROUP

ADDRESS: 3250-D W. 114th CIRCLE

CITY, STATE, ZIP WESTMINSTER CO 80031-8002

PHONE: 303-469-7758 EMAIL: cmacompanies@earthlink.net

* Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

I-70 E-470 INTERCHANGE COMPLEX

The E-470 Public Highway Authority and the City of Aurora in association with the Colorado Department of Transportation – Region 1

February 22, 2005

Public Meeting Summary

Overview of Meeting

The Public Meeting for the I-70/E-470 Interchange Complex Environmental Assessment (EA) project was held on February 22, 2005 from 4:30 PM to 7:30 PM at the E-470 Public Highway Authority administration offices located at 22470 East 6th Parkway, Aurora, CO. The meeting was conducted in an Open House format with slide presentations given at 5:00PM and 6:00PM.

The slide presentation described the purpose and need, the alternatives development and screening process, status of environmental studies and project schedule.

Approximately 60 citizens attended the open house. During the open house and following the slide presentation, the public was given the opportunity to ask questions and discuss project issues with the project team. A Spanish-speaking interpreter was available for people requiring translation services.

Attendees were also encouraged to submit written comments. As of March 9, 2005, 4 written comments have been received on public meeting comment sheets. These comments and comments recorded by project team members who helped to facilitate the public meeting are summarized below.

Summary of Written Comments

1. Richard Rader – Concern that noise walls were promised by Mr. Delozier along E-470 from 6th parkway to Coal Creek; prefers Alternative 9; wants to see all Gun Club construction vehicles use the Flyby; wants to see all construction vehicles during Picadilly and Harvest Mile Roads interchange construction on I-70; construct emergency access only from Colfax and Gun Club over I-70 eastbound
2. Bonnie Rader – same noise wall comment as Richard Rader; restrict all construction traffic from Gun Club between I-70 and Mississippi; wants to see a citizen participation committee on this project; wants to know ambient noise prior to the construction of E-470; wants a written response to written comment.
3. Richard Ahrenkiel – stresses that Mr. Delozier promised them a noise wall if they supported the flyover; would like the promise fulfilled.
4. Henry Grimm – Owns property north of I-70 at proposed Harvest Mile interchange location; wants to know if the right-of-way for a waterline can be put in the roadway right-of-way; wants to know who will acquire right-of-way and fund construction; will there be any access restrictions on adjacent properties?
5. Frances Penk – Concerns regarding impacts to the New World West development from the Picadilly/Colfax interchange including: wetlands near frontage road and Picadilly; unsafe exits from 11th Avenue and homes south of 11th Avenue; disruption to wildlife including hawks and prairie dogs; concerned about Picadilly Road becoming a truck route; concerned about noise and air pollution due to height of Flyby.

Follow-up to Date on Written Comments

Written responses were provided to the above parties.

I-70 E-470 **INTERCHANGE COMPLEX**

The E-470 Public Highway Authority and the City of Aurora in association with the Colorado Department of Transportation – Region 1

Summary of Verbal Comments

1. Needed clarification of the need of the proposed improvements
2. Study team needs to address how Picadilly Road and Colfax Avenue will be configured when the land in the southwest quadrant of I-70 and E-470 (Horizon City Center) is developed.
3. What improvements could be made to Picadilly Road immediately adjacent to the New World residential subdivision?
4. Wants study team to be aware of the large amount of underground toads that are in the area.
5. There is a serious problem with flooding in the area around E-470 south of the Interstate; it does not appear that the FEMA floodplain boundaries are correct.
6. Dialogue dealing with questions about noise and the NEPA process in general.
7. Questions/complaints about plans to widen Picadilly to the south, and making it a major arterial. These people were more focused on Picadilly Road itself as opposed to the interchange.
8. A few people agreed that the combined Gun Club/E-470 interchange would be very complex; agreed with screening out these alternatives.
9. A couple of people were anxious to see more detail on what the Picadilly and Harvest Mile Road interchanges would look like.
10. Annie Webb of New World Development was concerned that Picadilly Road must be improved because it is narrow and it floods; she did not comment much on the interchange alternatives
11. Ms Webb also did not understand what we mean by "safety" as a need. This was explained to her but perhaps there are others for whom this is not clear. (Study team may want to think about a different description in the future.)
12. Two gentlemen who are out of town developers were concerned about how a developer would be able to pay for the bridge over I-70 on Harvest Mile Road. They had other questions as to who would pay for each part of the project.
13. A gentleman that lived on Picadilly Road was concerned about added traffic to substandard roadway w/ vertical curve deficiencies. Also concerned w/ existing drainage problems near Picadilly Road.
14. A couple of people from Thunderbird Estates were worried that the No Action Alternative would prevail and Gun Club interchange would remain.
15. Owners of the motel on Colfax were concerned about potential loss of property and having embankment for relocated Picadilly Road blocking the view of the mountains. They are considering proposals for redevelopment of the property.
16. Why not move E-470 back to the original plan in a more easterly location?
17. If I-70/Gun Club ramps are closed, take the tolls off the 6th Parkway ramps.
18. Improving 6th Parkway and Picadilly Road with a new I-70 interchange will be a good alternate to Gun Club Road interchange.
19. On eastbound I-70 approaching the Colfax exit, the existing signing causes 20 to 30 vehicles per day to inadvertently exit at Colfax thinking its I-70; these vehicles then make a U-turn on Colfax to get back to eastbound I-70. The citizen states that one sign shows "Toll Road" ahead in the same area as the sign indicating to exit for Business Route 70.

I-70 E-470 INTERCHANGE COMPLEX

The E-470 Public Highway Authority and the City of Aurora in association with the Colorado Department of Transportation – Region 1

20. Fred Mullen, 303-366-2275. The existing "left on green arrow only" at the westbound I-70 on-ramp at E-470 causes backups on northbound E-470 past the Colfax/Gun Club intersection. Traffic on westbound Gun Club Road wishing to go to westbound I-70 cannot get into the back-ups lanes of E-470 and have to either sit in the other E-470 through lanes before forcing themselves into the leftmost lane or must wait through many traffic cycles before finding a slight gap to slip into. The citizen says a local law enforcement officer said there has not been a decrease in the number of accidents at the westbound on-ramp intersection. Citizen suggested two options. First option: Return the signal configuration to what was there before to allow left turns to the westbound on-ramp on regular green lights. Second option: The E-470 Authority should allow free access on the northbound E-470 ramp at 6th Parkway to allow motorists plenty of time to get into the leftmost E-470 lane.
21. Gary Dahl, 303-364-1212. The movement from eastbound Colfax to eastbound Gun Club Road is difficult/time-consuming during heavy traffic. Trucks often sit in the middle of eastbound Colfax lane to make a left turn onto northbound E-470. They need to either wait through 4 or 5 signal cycles in this lane or use the right, free flow lane and try to immediately cross the multiple southbound E-470 lanes to get to the E-470 left turn lane to westbound Gun Club Road. Citizen suggests that we figure out a way to keep the left-turning trucks from the eastbound Colfax center lane. Also commented same as verbal comment 20.
22. Residents of the New World Development (along Picadilly Road south of I-70) had concerns with a new interchange going in at Picadilly Road and not getting the proper/needed improvements to the existing Picadilly Road along their development. The main issue is that there is very little sight distance with the existing profile of the road and a major increase in traffic would make an already unsafe condition worse.
23. Discussions with Fire Department - concerned about lack of access to I-70 at Gun Club Road. If Harvest Mile access is provided, it would maintain existing response times. Wants to maintain south Frontage Road between Pohawton and Harvest Mile Roads.

Follow-up to Date on Verbal Comments

Comment 19: Jim Bemelen discussed this with Ken DePinto (CDOT Region 1 Traffic Operations Engineer) who will look at the signing to see if a modification is prudent.

Comment 20: Jim Bemelen discussed this with Ken DePinto. Ken said there were numerous broadside accidents at the on-ramp intersection prior to modifying the signal, which is what prompted the change. Ken will look at the accident data at the WB on-ramp intersection as well as the section of E470 between Colfax and the WB on-ramp. Ken will also look at the signal timing to see if there is anything can be done to provide more "gaps" for the citizen's desired traffic maneuver. Either Ken or Jim will contact Mr. Mullen with the findings.

Comment 21: Jim Bemelen discussed this with Ken DePinto (CDOT Region 1 Traffic Operations Engineer) who will take a look to see if something can be done such as adding a thru/right overhead sign or pavement arrow. Either Ken or Jim will contact Mr. Dahl with the findings.

**I-70 E-470
INTERCHANGE COMPLEX**

Public Meeting
February 22, 2005
4:30 PM to 7:30 PM

E-470 Administrative Offices
22470 East 6th Parkway
Aurora, CO 80018

FILE

NAME	ADDRESS	PHONE	E-MAIL
Dewett Berry	1016 N address st	303-344-0809	
DAVID SEARABER	1417 So. HAVENVIEW CIR	303-343-3134	
Amelia Elders	33 Diloria Ct.	303 364 8456	ameliafaw@aol.com
Dale & Mary Barnes	23954 E Archer Pl.	303 363 6887	Dale@rvdenver.com
Rad Bockenfild	5486 S. Dunkirk way	(303) 617-9627	rbockw@fild@co.rr.com
Greg Hill	55 Coolidge St	303 793 6434	co.rr.com
Greg Hill	1000 S. Coolidge st	303-364-1212	Aurora 80018
Aruda Sifera	26794 E Buchanan D	303-340-8123	fikner@ald.lib.co.us
SERLY CUNNINGHAM	2400 E. ALAMEDA AVE Aurora 80018	31360-5505	FOR-SERLY@com
	Handouts mailed to parties marked with →		
	on 3/1/05. PSL		

I-70 E-470 INTERCHANGE COMPLEX

Public Meeting

February 22, 2005

4:30 PM to 7:30 PM

E-470 Administrative Offices
22470 East 6th Parkway
Aurora, CO 80018

NAME	ADDRESS	PHONE	E-MAIL
David Brown	28600 E. 6 th #429 80018	720 8590594	
Quah Bell	RR Box 24 Rye, CO	719-488-3504	
Dee Las K. Stines	4046 S. Abilene Cir, #B	720-312-3882	DStines904@Comcast.net
WATTE BARCETT	14100 E 35 th Pl Aurora, CO	303-576-2688	wbarcett@prolosis.com
Ann Webb	1016 Olexsa St Aurora 80018	303-344-0809	tinycan@Tuno.com
Richard & Dianne Rubin	71 Colganway St. Aurora 80018	303-364-2905	berc@pcisys.net
Chris Christensen			ChristensenC@PRIPD.com
Marlene Schick	123 So. Poudre Rd.	303-343-3344	
David Kraus	123 So. Poudre Rd. B7	303-343-3343	dKerr@cabnet.com
Julie Zgonzowski	16433 E. Grand Ave	303 617-7484	
Mary Pat Kern	76 So Grandway St	303-344-4984	mMAC11248@Atd.com
John Webber	1091 S. Addison Wy	303 367 2011	
Barbara Preston	1091 S Addison Wy	303-367-2011	
Howard Barber	74 S Alvarado Street	303 360 6803	
Richard Hruska	27267 E. Byars Dr.	(703)364-5321	

FILE COPY



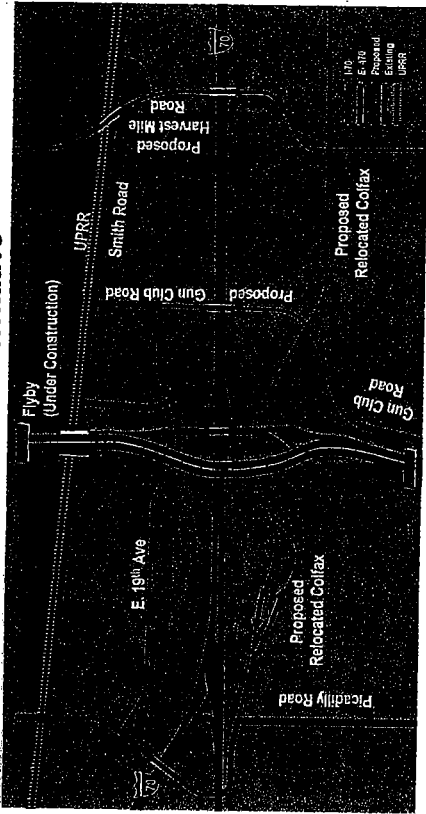
I-70 E-470
INTERCHANGE COMPLEX

February 22, 2005
Public Meeting
Handout

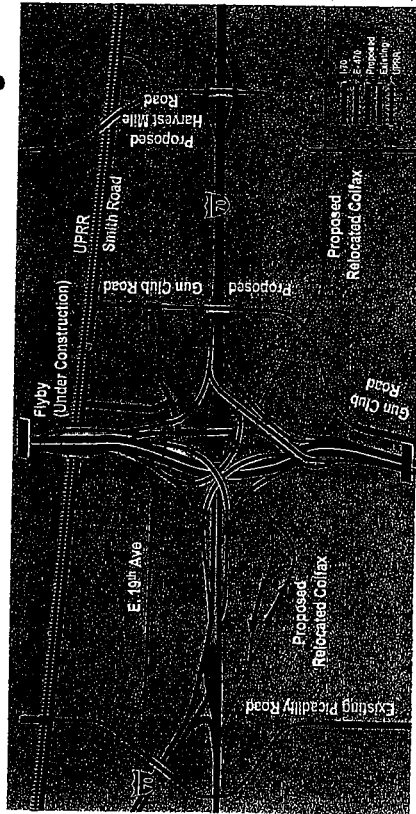
Thank you for coming!

Alternatives Carried Forward

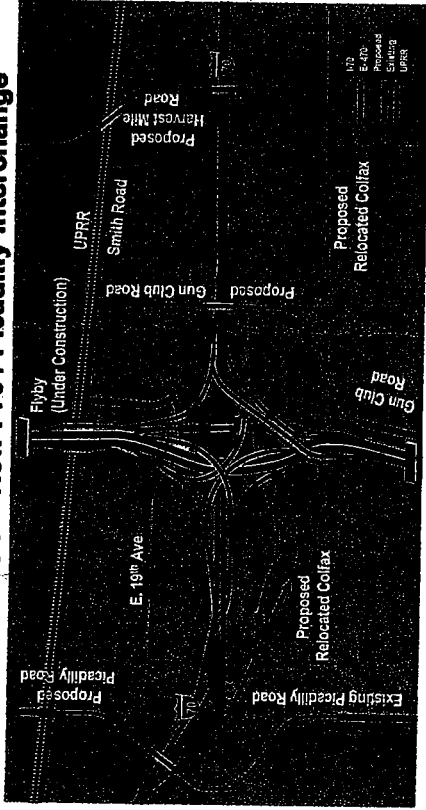
No Action Alternative



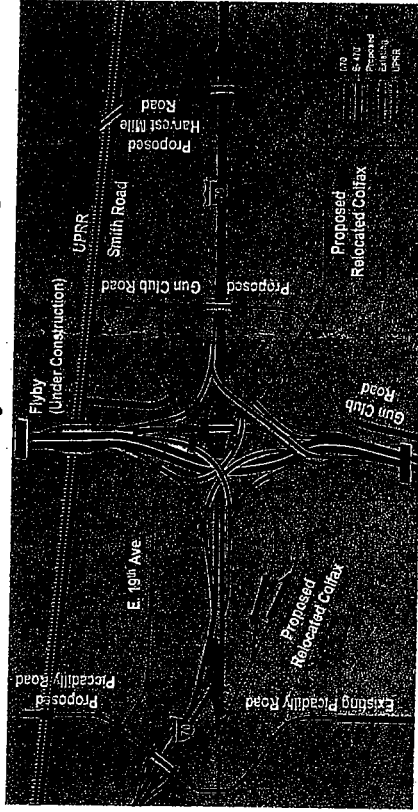
Alternative 8 – New I-70 / Harvest Mile Interchange



Alternative 7 – New I-70 / Picadilly Interchange



Alternative 9 – New I-70 Interchanges at Picadilly & Harvest Mile



NOTE: Congestion Management Techniques will be incorporated as appropriate.

February 22, 2005



I-70 E-470 INTERCHANGE COMPLEX

Alternatives Evaluation Process Level 1 Screening Results

Alternatives	REGIONAL MOBILITY		SAFETY / GEOMETRIC FEASIBILITY				EFFECTIVENESS AND DIRECTNESS OF ACCESS			COMMUNITY PLANNING ISSUES	AGGREGATE RATING	Comments
	Will the I-70 / E-470 interchange satisfy regional mobility needs?	Will local access to I-70 conflict with regional mobility needs?	Does alternative meet AASHTO and other applicable design criteria?	Are standards met for ramp gore spacing and successive decision points?	Can effective signing be provided to allow for the safe and efficient operation of the facilities?	Is effective access to I-70 and E-470 provided for existing and planned development?	Is access direct and efficient?	Are full movement interchanges provided at freeway/arterial access locations?	Does the alternative present unacceptable community traffic impacts or cause localized congestion?			
1. No Action (includes Flyby)	○ (-1)	○ (-1)	○ (-1)	● (0)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	○ (-7)	Retain as baseline for comparison of build alternatives.
2. Congestion Management Techniques	○ (+1)	○ (-1)	○ (-1)	● (0)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	○ (-7)	As a stand alone alternative, #2 does not meet project purpose and need. All build alternatives will include components of congestion management. <i>Eliminate.</i>
3. I-70 / E-470 Directional Interchange retaining Gun Club diamond & Colfax Ramps	● (0)	○ (-1)	○ (-2)	○ (-2)	○ (-2)	○ (-1)	○ (-1)	○ (-1)	● (0)	○ (-1)	○ (-9)	Excessive local traffic at Gun Club diamond-complex; non-standard combined interchange ramps. Fails to meet desirable safety criteria. <i>Eliminate.</i>
4. I-70 / E-470 Directional Interchange retaining Gun Club diamond and adding Picañilly / Colfax Interchange	● (0)	○ (-1)	○ (-2)	○ (-2)	○ (-2)	○ (-1)	○ (-1)	○ (-1)	● (0)	○ (-1)	○ (-6)	Better local traffic distribution but poor access to the east; non-standard combined ramps. Fails to meet desirable safety criteria. <i>Eliminate.</i>
5. I-70 / E-470 Directional Interchange retaining Gun Club diamond & Colfax Ramps and adding Harvest Mile Interchange	● (0)	○ (-1)	○ (-2)	○ (-2)	○ (-2)	○ (-1)	○ (-1)	○ (-1)	● (0)	○ (-1)	○ (-7)	Lacks westbound access at Colfax; excess traffic at Gun Club; non-standard combined ramps. Fails to meet desirable safety criteria. <i>Eliminate.</i>
6. I-70 / E-470 Directional Interchange Retaining Gun Club diamond and adding Harvest Mile and Picañilly/Colfax interchanges	● (0)	○ (-1)	○ (-2)	○ (-2)	○ (-2)	○ (-1)	○ (-1)	○ (-1)	● (0)	○ (-1)	○ (-5)	Complex non-standard combined interchange ramps; excessive local traffic at Gun Club diamond. Fails to meet desirable safety criteria. <i>Eliminate.</i>
7. I-70 / E-470 Directional Interchange closing Gun Club ramps and adding Picañilly / Colfax Interchange	● (+1)	● (+1)	● (+1)	● (+1)	● (+1)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	● (+7)	Concentration of local access at Picañilly results in arterial congestion and added travel. Retain for further evaluation.
8. I-70 / E-470 Directional Interchange closing Gun Club ramps retaining Colfax Ramps and adding Harvest Mile Interchange	● (+1)	● (+1)	● (+1)	● (+1)	● (+1)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	● (+2)	Lacks full interchange at Picañilly / Colfax. Retain for further evaluation.
9. I-70 / E-470 Directional Interchange closing Gun Club ramps and adding Harvest Mile and Picañilly/Colfax interchanges	● (+1)	● (+1)	● (+1)	● (+1)	● (+1)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	○ (-1)	● (+9)	Harvest Mile ramps = 57K ADT / Picañilly ramps = 75K ADT. Retain for further analysis of traffic operations including need for collector/distributor roads and/or braked ramps.

February 25, 2009

Alternatives Carried Forward into Level 2 Screening

Level 1 Screening is intended to remove unresolvable and infeasible alternatives from further consideration. Alternatives that survive Level 1 Screening will undergo full environmental and social analysis (e.g. noise assessment, wetlands delineation, air quality analysis, etc.) in Level 2 Screening for public review and comment in the environmental assessment.

LEGEND	SYMBOL
Satisfies criteria	●
Partially satisfies criteria	◐
Fails to satisfy criteria	○
Fails to meet safety criteria	⊖

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Level 1 Screening Matrix Discussion

The following is a detailed discussion of the basis for each criterion's qualitative evaluation and how each alternative was ranked:

Regional Mobility

- a. *Will the I-70/E470 interchange satisfy regional mobility needs?* This focuses on operational capabilities of the I-70 main lanes, the E-470 main lanes and the I-70 / E-470 interchange. Low scores were given if regional traffic capacity is constrained through design compromises i.e. signals on the ramps, or closely spaced interchange ramps with excessive weave movements causing friction on I-70.
- b. *Will Local Access to I-70 conflict with regional mobility needs?* Impacts to regional traffic through the provision of multiple local ramps were given low scores. Impacts to regional traffic through signing and complex exiting and entering maneuvers were given moderate scores.

Safety / Geometric Feasibility

- a. *Does alternative meet AASHTO and other applicable design criteria?* Low scores were given if adequate distance between interchanges cannot be provided. Operational characteristics which deviate from normal driver expectancies, such as left hand exit ramps, were also scored poorly. Very low scores were given for alternatives which do not meet desirable safety standards.
- b. *Are standards met for ramp gore spacing and successive decision points?* Low scores were given for closely spaced interchanges and secondary ramp splits resulting in short distances between gores and decision points.
- c. *Can effective signing be provided to allow for the safe and efficient operation of the facilities?* Low scores were given for the following:

MUTCD and AASHTO design standards/guidelines are not met.

Multiple destination travel exits at a single ramp.

Complex/multiple signing is required to direct motorists.

Operational characteristics require signing that deviates from driver expectancy.

Effectiveness and Directness of Access

- a. *Is effective access provided for existing and planned development?* Low Scores were given for eliminating or limiting access to major regional activity centers and commercial / industrial complexes.

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- b. *Is access direct and efficient? Low scores were given to concepts that require out of direction travel or more travel on local streets to access E-470 or I-70.*
- c. *Are full movement interchanges provided at freeway / tollway access locations? Low scores were given if full direction movements are not provided (i.e. partial movement at Colfax / I-70 with out westbound on ramps).*

Community Planning

- a. *Does the alternative present unacceptable community traffic impacts or cause localized congestion? Low scores were given to alternatives that increased traffic volumes on local streets. Low scores were given to alternatives that were incompatible with local or DRCOG regional plans.*

General Comments for each Alternative and how it was rated on each criterion:

1. No Action

Regional Mobility

- a. Regional mobility is sacrificed by having freeway to tollway traffic travel through traffic signals.
- b. Access at Gun Club conflicts with regional I-70 and E-470 traffic. Mix of local and regional traffic at Gun Club- E-470 / I-70 interchange results in unacceptable concentration / complexity.

Safety / Geometric Feasibility

- a. Left hand exit to Colfax deviates from standards and driver expectancy.
- b. Gore spacing is adequate as no new ramps are introduced.
- c. Complex signing is required for mixed local and regional traffic to navigate through signalized intersections for freeway / tollway movements.

Efficient and Directness of Access

- a. Efficient / direct access is not provided to planned developments at Picadilly and Harvest Mile. Forces local traffic and system to system traffic to mix through the signalized intersections at the Gun Club Diamond interchange. Incompatible with Local and DRCOG regional plans for access at Picadilly and Harvest Mile.
- b. Retaining Gun Club and the Partial interchange at Colfax does preserve existing access but does not provide efficiency for westbound travel from Colfax/Picadilly development nor any access at Harvest Mile developments. Traffic must access interstate and E-470 from other interchanges.
- c. No westbound access provided at Colfax / Picadilly. Indirect access to I-70 East only.

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Community Planning Issues

- a. Community has no westbound access to I-70 at Picadilly / Colfax and no access at Harvest Mile. Added traffic must use local streets for access to I-70. Gun Club Road would carry more traffic. Residents in areas such as Thunderbird Estates and neighborhoods adjacent to Gun Club would experience more through traffic without the Harvest Mile and Picadilly interchanges.

2. Congestion Management

Regional Mobility

- a. Same issues as No Action.
- b. Same issues as No Action.

Safety / Geometric Feasibility

- a. Same issues as No Action.
- b. Same issues as No Action.

Effectiveness and Directness of Access

- a. Same issues as No Action.
- b. Same issues as No Action.
- c. Same issues as No Action.

Community Planning Issues

- a. Same issues as No Action.

Comments: Elements of this alternative could be utilized and combined with the final Proposed Action.

3. I-70 / E-470 Directional Interchange retaining Gun Club diamond & Colfax Ramps

Regional Mobility

- a. Regional mobility is improved with system to system interchange.
- b. Mix of local and regional traffic between Gun Club and I-70 / E-470 interchange results in unacceptable complexity.

Safety / Geometric Feasibility

- a. Left hand exit ramp to Colfax deviates from AASHTO standards and driver expectancy. Fails to meet desirable safety standards.
- b. Adequate distance not provided between freeway-to-freeway and Gun Club local interchange ramps. Difficult to separate system to system ramp movements from

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local ramp movements to Gun Club diamond, causing excessive weaving conflicts.

- c. Confusing and difficult to sign for the successive ramps between the system to system and Gun Club local interchange ramps.

Effectiveness and Directness of Access

- a. Efficient / direct access is not provided to planned developments at Picadilly and Harvest Mile. Forces local traffic and system to system traffic to mix through the signalized intersections at the Gun Club Diamond interchange. Incompatible with Local and DRCOG regional plans for access at Picadilly and Harvest Mile.
- b. Retaining Gun Club and the Partial interchange at Colfax does preserve existing access but does not provide efficiency for westbound travel from Colfax/Picadilly development nor any access at Harvest Mile developments. Traffic must access interstate and E-470 from other interchanges.
- c. No westbound access provided at Colfax / Picadilly. Indirect access to I-70 East only.

Community Planning Issues

- a. The community, including Aurora's major planned Regional Activity Center, has no westbound access to I-70 at Picadilly / Colfax and no I-70 access at Harvest Mile. Added traffic must use local streets for access to I-70. Residents in areas such as Thunderbird Estates and Cross Creek could experience more through traffic using Gun Club Road and 6th Parkway because interchanges at Picadilly and Harvest Mile are not provided.

4. I-70 / E-470 Directional Interchange retaining Gun Club diamond and adding Picadilly Interchange

Regional Mobility

- a. Regional mobility is improved with system to system interchange.
- b. Mix of local and regional traffic between Gun Club and I-70 / E-470 interchange results in unacceptable complexity.

Safety / Geometric Feasibility

- a. Adequate distance not provided between system to system and Gun Club interchanges. Fails to meet desirable safety criteria.
- b. Difficult to separate system to system ramp movements from local ramp movements to Gun Club diamond.
- c. Confusing and difficult to sign for the successive ramps between the system to system and Gun Club interchanges.

Effectiveness and Directness of Access

- a. Full movement interchange at Picadilly improves access issues for planned and existing development but the lack of Harvest Mile does not serve eastern portion

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- of study area. Incompatible with Local and DRCOG regional plans for access at Harvest Mile.
- b. Indirect access to I-70 East for eastern portion of study area requiring more travel on local streets.
- c. Full movement interchanges would be provided at Picadilly and Gun Club.

Community Planning Issues

- a. Less local traffic is forced onto Gun Club with the addition of Picadilly / I-70 interchange. More traffic on east-west streets in eastern half of study area.

5. I-70 / E-470 Directional Interchange retaining Gun Club diamond & Colfax Ramps and adding Harvest Mile Interchange

Regional Mobility

- a. Regional mobility is improved with system to system interchange.
- b. Mix of local and regional traffic between Gun Club and I-70 / E-470 interchange results in unacceptable complexity.

Safety / Geometric Feasibility

- a. Left hand exit ramp to Colfax deviates from AASHTO standards and driver expectancy. Fails to meet desirable safety criteria.
- b. Adequate distance not provided between freeway-to-tollway and Gun Club interchanges. Difficult to separate system to system ramp movements from local ramp movements to Gun Club diamond.
- c. Confusing and difficult to sign for the successive ramps between the system to system and Gun Club interchanges.

Effectiveness and Directness of Access

- a. Westbound traffic from Colfax/Picadilly planned and existing developments not provided for but all other development would have direct access. Incompatible with Local and DRCOG regional plans for access at Picadilly.
- b. The lack of a westbound ramp from Colfax/Picadilly does not provide direct and efficient access to I-70 but all other interchanges do.
- c. Full movement interchange at Colfax/Picadilly not provided.

Community Planning Issues

- a. Less concentration of traffic on Gun Club with the addition of Harvest Mile interchange, however more traffic onto street network without Picadilly.

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6. I-70 / E-470 Directional Interchange retaining Gun Club diamond and adding Picadilly and Harvest Mile Interchanges

Regional Mobility

- a. Regional mobility is improved with system to system interchange.
- b. Mix of local and regional traffic between Gun Club and I-70 / E-470 interchange results in unacceptable complexity.

Safety / Geometric Feasibility

- a. Does not meet desirable safety criteria for interchange spacing (4 within three miles).
- b. Adequate gore distance not provided between freeway-to-tollway and Gun Club interchanges. Difficult to separate system to system ramp movements from local ramp movements to Gun Club diamond.
- c. Confusing and difficult to sign for the successive ramps between the system to system and Gun Club interchanges.

Effectiveness and Directness of Access

- a. Three local interchanges with I-70 provide very direct access to planned and existing developments. Partially compatible with Local and DRCOG regional plans although Gun Club access is not in plans.
- b. Access is direct and efficient but multiple interchanges encourage short trips to use I-70.
- c. All movements are provided.

Community Planning Issues

- a. Retaining Gun Club local ramps could add to traffic volumes passing by residential areas with more concentration of traffic on Gun Club.

7. I-70 / E-470 Directional Interchange closing Gun Club diamond and adding Picadilly / Colfax

Regional Mobility

- a. Regional mobility is improved with system to system interchange.
- b. Removal of Gun Club ramps removes conflicts between local and regional traffic.

Safety / Geometric Feasibility

- a. Eliminating Gun Club interchange provides adequate interchange spacing along the I-70 corridor and uniformity of interchanges can be achieved (right hand exits).
- b. Gore spacing between interchanges can be adequately achieved. Use of auxiliary lanes minimizes weave issues.
- c. Better spacing of the interchanges along with providing direct access to planned developments around Colfax/Picadilly simplifies signing.

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Effectiveness and Directness of Access

- a. Effective access is provided for Colfax/Picadilly planned and existing developments but eliminates access at Gun Club and provides no provision for Harvest Mile planned development. Incompatible with Local and DRCOG regional plans for access at Harvest Mile.
- b. This alternative would result in a decrease to directness and efficiency of access for Gun Club and Harvest Mile developments and for the total interchange complex.
- c. Full arterial interchange movements with I-70 within the 4 mile study area would only be provided at Colfax / Picadilly.

Community Planning Issues

- a. Residents in neighborhoods adjacent to Picadilly would experience more traffic. Only local access would be at Picadilly. Community access impacts to Harvest Mile and Gun Club developments in that the closure of Gun Club would force some local traffic to travel longer distances on local streets to reach I-70 or to be tolled through the use of the E-470 / 6th Pkwy interchange.

8. I-70 / E-470 Interchange closing Gun Club diamond Retaining Colfax Ramps and adding Harvest Mile

Regional Mobility

- a. Regional mobility is improved with system to system interchange.
- b. Removal of Gun Club ramps removes conflicts between local and regional traffic.

Safety / Geometric Feasibility

- a. Eliminating Gun Club interchange provides adequate ramp spacing along the corridor (3 within 3 miles) but does not provide a degree of uniformity of interchanges (left hand exit at Colfax).
- b. Desirable gore spacing between interchanges can be achieved with the use of auxiliary lanes to minimize weaving movements.
- c. Adequate spacing of the interchanges simplifies signing. Left hand exit at Colfax violates driver expectancy.

Effectiveness and Directness of Access

- a. Westbound to I-70 access at Colfax not provided but the access at Harvest Mile provides better for planned developments in eastern portion of study area. Access for Gun Club Road developments is not provided. Incompatible with Local and DRCOG regional plans for access at Picadilly.
- b. Access for westbound traffic at Colfax is not provided. Access to and from north development in the area has increased travel time and distance. Direct access to Gun Club Road developments is not provided.
- c. Full movement I-70 interchange not provided at Colfax / Picadilly.

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Community Planning Issues

- a. Community access impacts to Picadilly / Colfax. Residents in Thunderbird Estates and Cross Creek would experience more local traffic since westbound I-70 access is not provided. The addition of the Harvest Mile interchange is a plus for eastern portions of study area. In addition, the closure of Gun Club could force some local traffic to be tolled through the use of the E-470 / 6th Pkwy interchange.

9. I-70 / E-470 Interchange closing Gun Club diamond and adding Harvest and Picadilly / Colfax Arterial Interchanges

Regional Mobility

- a. Regional mobility is improved with system to system interchange.
- b. Removal of Gun Club ramps removes conflicts between local and regional traffic.

Safety / Geometric Feasibility

- a. Eliminating Gun Club I/C provides adequate interchange spacing along the corridor (3 in 3 miles) and uniformity of interchanges can be achieved (all right hand exits and entrances on I-70).
- b. Gore spacing between interchanges can be achieved in addition to the use of auxiliary lanes to minimize weave issues.
- c. Adequate spacing of the interchanges along with providing direct access to planned developments around Picadilly and Harvest Mile simplifies signing.

Effectiveness and Directness of Access

- a. Good access is provided for planned development on a whole for the study area. Compatible with Local and DRCOG regional plans.
- b. Access is more efficient and direct for the overall interchange complex. All developments have better access except those near Gun Club which must travel short distance on local streets to reach either Picadilly or Harvest Mile interchanges.
- c. Full movement interchanges can be provided at all access locations and enhances effectiveness of Interstate System.

Community Planning Issues

- a. This alternative poses no fatal flaws or significant impacts that can not be avoided or minimized. Distributed Interchange access avoids potential concentration of traffic at arterial intersections and potential air quality hot spots.

Tone, John C.

From: i70-e470
Sent: Wednesday, December 08, 2004 6:01 PM
To: i70-e470
Cc: Tone, John C.; Kim, Tienna
Subject: I-70/E-470 Interchange Complex - Comment Submission

The following information was submitted to the I-70/E-470 Interchange Complex Comment Form:

Name: Ryan Park
Address: 1026 Second Street #37
City: Lafayette
State: CA
Zip: 94549-3921
Phone: 415-577-6581
E-mail: ryan.park@alum.mit.edu
Mailing list: Yes

Comments:
Please keep me informed about the progress of this project. Thanks!

Tone, John C.

From: i70-e470
Sent: Monday, December 06, 2004 2:28 PM
To: i70-e470
Cc: Tone, John C.; Kim, Tienna
Subject: I-70/E-470 Interchange Complex - Comment Submission

The following information was submitted to the I-70/E-470 Interchange Complex Comment Form:

Name: Allyn Keller
Address: 22057 E Ridge Trail Dr
City: Aurora
State: CO
Zip: 80016
Phone:
E-mail: allynkeller@hotmail.com
Mailing list: Yes

Comments:
Please add me to the mailing list for future notices and newsletters about the I-70/E-470 Interchange Complex project. Thank you.

-----Original Message-----

From: Mark Felton [mailto:markf@scicom.alphacdc.com]

Sent: Sun 11/7/2004 8:21 AM

To: Dave Kristick

Cc:

Subject: Expansion Information

To Whom It May Concern,

I am interested in obtaining information regarding projected expansion of the E470 Toll Way system. Specifically I am focusing on the area near I-70 that runs parallel to Picadilly Street. My reason for interest is because I live in this area and would like to become informed about potential positive or negative impact on my neighbors and myself. We recently received a notice about possible expansion in this area and I am interested in gathering more details on plans, projected schedules, etc. I am a frequent user of E470, using it to get to and from work.

Best Regards,

Mark Felton
1017 Perth Street
Aurora, Colorado 80018
303-343-4722
markf@scicom.alphacdc.com

12/22/2004



PUBLIC HIGHWAY AUTHORITY

Adams County, Arapahoe County, Douglas County, Cities of Aurora, Brighton, Commerce City, Thornton, and the Town of Parker, Colorado

October 4, 2004

Mr. Richard Rader
71 Algonquian Street
Aurora, CO 80018

DCN: D4100400182LOA

Subject: E-470/I-70 Fly-by Design Build Contract 04B501

Reference: Fax dated September 15, 2004 (D4091600152FAO),
Burrowing Owls at Old 6th Avenue and E-470

Dear Mr. Rader:

Thank you for your September 15, 2004 fax regarding the burrowing owls on our property between 6th Parkway and 6th Avenue on the west side of E-470.

We contracted with Carter Burgess, a consulting engineering company, to assess the area and advise on the situation. Their biologist visited the site on September 23 and confirmed the presence of owls in the vicinity of the construction trailers.

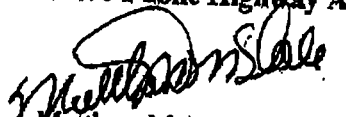
They have advised us to move the trailers to the north after the owls have left their nests. This usually occurs in late October when they migrate south for the winter.

The trailers were placed in the area in early September and have not yet been occupied. Given the present circumstances and recommendations from our consultant, we have instructed our contractor to leave the trailers in their current location until the biologist has confirmed that the owls have left the area. As soon as the area is declared clear and safe, our contractor will relocate the trailers to the north, away from the prairie dog town.

This area is not required for the I-70 fly-by construction project and will not be impacted once we relocate the trailers.

Thank you again for bringing this to our attention.

Sincerely,
E-470 Public Highway Authority


Matthew M. McDole, P.E.
Chief Engineer

MMM/NT/djm

Post-it® Fax Note 7671		Date 10/06/04	# of pages 1
To Jack Tane	From Matt McDole		
Co./Dept: PB	Co.		
Phone #	Phone #		
Fax # 832-9096	Fax #		

cc: DCC, Travis Harris, State Wildlife; fax 303.291.7114, Debbie and Roger, US Fish and Wildlife; fax 303.274.3568, Jim Ives, City of Aurora; fax 303.739.7268

RICHARD & BONNIE RADER

71 Algonquian Street
Aurora, CO 80018
berr@pcisys.net

U
from: Matt McDale
09/17/04
(303)832-9096

TO: Travis Harris, State Wildlife FAX: 303-291-7114
Debbie & Roger, US Fish & Wildlife FAX: 303-274-3568

CC: Ed DeLozier, E-470 Authority FAX: 303-537-3472
Jim Ives, Supervisor, Aurora Environmental FAX: 303-739-7268

FROM: Richard Rader FAX: 303-361-6713

DATE: Wednesday, September 15, 2004

PAGES including cover page (1)- **CONTACT** Richard 720-366-8686

SUBJECT: Burrowing Owls At Old 6th. Avenue & E-470

The Burrowing Owls are nesting in burrow's East of E-470 and South of the New Construction Trailer next to the Cell Towers.

We tried to locate the name of the Construction trailer owner but could not. Ed DeLozier at E-470 might know the contractor's name. *(Lawrence Construction)*

Please investigate and advise the contractor and the City of Aurora not to continue construction until the Burrowing Owls have raised their chicks and left the site.

Please call me at 720-366-8686.

Richard Rader

Regnier, Nanci

From: DALE BARNES [rvdenver@msn.com]
Sent: Sunday, August 15, 2004 8:56 AM
To: i70-e470
Subject: I-70/E-470 Interchange Complex Comments

From Dale & Mary Barnes
23954 E. Archer Place
Aurora, CO 80018
303-363-6887
email: Dale@RvDenver.com

Suggestion:

Remove both Toll Booths on the north side of 6th Ave Parkway. This is the most expensive toll one mile in the country, and revenue this booth generates does not even come close to cost of building and maintaining this booth. Removing this will allow residences to have their free access to I-70, now for safety sake (it is very dangerous to try to get across from Gun Club to I70 West Bound), and later to avoid a circuitous route to access I70 in either direction, and would be accomplished at a much lower cost than other alternatives.

Noise Buffer Update:

Last year the residences were asked to support the E470 flyover in exchange for a promise to build a earthen noise barrier. What is the status of this project?

Regnier, Nanci

From: Fred Mould [hydraulicbs@pcisys.com]
Sent: Wednesday, August 11, 2004 7:08 PM
To: i70-e470
Subject: Jack Tone - Flyover

**FRED B. MOULD
980 S. GUN CLUB ROAD
AURORA, CO 80018
303-366-2275**

AUGUST 11, 2004

**PARSONS BRINCKERHOFF
1660 LINCOLN ST.
SUITE 2100
DENVER, CO 80264**

**ATTN: JACK TONE
i70-e470@pbworld.com FAX 303-832-9096**

I REPRESENT GUN CLUB ESTATES H.O.A. AND WAS PRESENT AT THE JULY 14TH MEETING. THERE WERE MANY QUESTIONS THAT MUST BE ANSWERED AND TO THIS DATE THEY HAVE NOT. OUR AREA HAS BEEN PROMISED MANY THINGS CONCERNING GUN CLUB ROAD BETWEEN I-70 AND MISSISSIPPI AVENUE. WHEN THE E-470 ALIGNMENT WAS CHANGED TO ITS PRESENT LOCATION THE TRUCK ROUTE DESIGNATION WAS TO BE REMOVED AND THE SPEED LIMIT LOWERED TO 35MPH. THERE WERE TO BE NO COMPETING ROADS ALONG E-470. GUN CLUB ROAD IS COMPETING WITH E-470 AND HAS BECOME A CONGESTION NIGHTMARE DURING RUSH HOURS FOR THE RESIDENTS OF THE SUBDIVISIONS THAT ARE ALONG GUN CLUB ROAD. I UNDERSTAND THAT THERE WAS AN IMPACT STUDY OR EIS DONE FOR OUR AREA AND IT FOUND NO PROBLEMS WITH E-470 ALIGNMENT CONCERNING NOISE. IN GUN CLUB ESTATES THE NOISE IS HORRIFIC FROM THE TRUCKS THAT CROSS OVER E-470 ON HIGHWAY 30. THE TIRE NOISE AND RETARDERS ARE SO LOUD THAT YOU CANNOT CARRY ON A CONVERSATION BECAUSE OF IT. THESE ISSUES SHOULD BE ADDRESSED AND INCLUDED IN THE PLANS FOR THE FLYOVER. YOUR STUDY ONLY GOES TO 6TH AVE. TO THE SOUTH AND I BELIEVE THAT IT SHOULD BE EXTENDED TO JEWELL BECAUSE OF THE IMPACT TO THE RESIDENTS FOR TRAFFIC AND NOISE.

I UNDERSTAND THAT THERE IS A RIFT IN THUNDERBIRD ESTATES NOW FROM THE ALIGNMENT OF HARVEST MILE ROAD. HARVEST WILL BE RIGHT NEXT TO THE EASTERN AREA OF T-BIRD ESTATES AND WILL CAUSE HAVOC THERE AS WE ON GUN CLUB ROAD NOW ENDURE. THE INTERCHANGE SHOULD BE MOVED FURTHER TO THE EAST AND THE ENTIRE LENGTH SHOULD BE BURIED WITH EARTH TO ELIMINATE NOISE FROM THE HIGHWAY. I WOULD APPRECIATE HAVING A MEETING OF ALL THE IMPACTED RESIDENTS WITH PARSONS, CDOT, AURORA AND E-470 SO THAT WE TOO CAN COME TO A CONCLUSION THAT WOULD BE FAIR TO ALL PARTIES. OUR GOAL IS TO LIMIT THE IMPACT OF THE INTERCHANGE ON OUR COMMUNITIES AND ALSO TO MAKE SOME PAST WRONGS, RIGHT.

I HOPE THAT WE CAN COME TOGETHER SOON TO DISCUSS ALL OF THIS AND COME TO A CONSENSUS. I BELIEVE THAT WE SHOULD SOLVE PROBLEMS NOW BEFORE THEY BECOME EXPENSIVE SOLUTIONS.

THANK YOU,

FRED B. MOULD

8/25/2004

To: Jack Tone

From: Matt
McDole

08/09/04

(3) 832-9096

MEMORANDUM

TO: Files

FROM: Matt McDole *MJ*

DATE: August 9, 2004

SUBJECT: I-70/e-470 Interchange Complex Contact Meeting Notes

Notes from Meeting on the I-70/E-470 Interchange Complex with two residents from the project area and a representative from Congressman Tancredo's office July 20, 2004.

- Three people arrived at E-470 PHA at noon on July 20, 2004, and asked to see an Engineering representative related to the I-70 Interchange projects. The party visiting included Michelle Balch from the office of Congressman Tom Tancredo who had been solicited to the meeting by the other two who indicated they were residents in the area and concerned about the project. It is believed that one of these is Gary Dahl. The other was a resident of Thunderbird Estates. *(Feed Mould - Gun Club Estates)*
- Matt McDole and Ken Frantz met with the three and showed them the project overview plan and provided a briefing on the project and answered questions.
- They asked for a look at project plans for the area and a description of Project.
- The I-70/E-470 Interchange is complicated they commented.
- When it is completed and if Gun Club ramps are removed, they were concerned that those who live near Gun Club will have to travel further to get on to I-70. Harvest Mile is three miles from Gun Club. (Advised that Harvest Mile is one mile east of Gun Club.)
- Toll booths should be taken off at 6th Parkway so that those along Gun Club won't have to pay a toll for the most advantageous route to get onto I-70. To avoid the toll, they will have to use Colfax and weave over to turn left onto I-70. They have safety concerns on this.
- The two residents indicated they would probably send E-470 PHA a letter requesting traffic and accident data and an appeal to take the tolls off at 6th Parkway.
- An e-mail was received from Ms. Balch the same day (attached).
- Ms. Balch left a telephone message with an apology.

MMM/ctk
Attachment



November 15, 2004

100
YEARS

Rickie and Jacalyn Newell
875 Picadilly Road
Aurora, CO 80018

**Parsons
Brinckerhoff**

1660 Lincoln Street
Suite 2100
Denver, CO 80264
303-832-9091
Fax: (303) 832-9096

Dear Mr. and Mrs. Newell:

As I discussed with Mrs. Newell on the phone this morning, I sincerely regret that your letter of August 2, 2004 was misplaced and that we had not responded sooner. You have raised a number of issues in your letter and I will try to share with you the information that we have developed in our study to date of the I-70/E-470 interchange complex. As I mentioned to Mrs. Newell, we are planning another public meeting in mid-February and we should have a lot more details to share with you and your neighbors at that time. The July meeting was very early in our study process and we have subsequently collected much more detailed planning and environmental information, and are developing more detailed concept plans to discuss at the February meeting.

You noted the need to build the E-470 fly-over to address the current traffic conflicts at I-70. The E-470 Public Highway Authority has awarded a contract for final design and construction of the fly-over and ground breaking is anticipated early in 2005, with completion in 2006.

You expressed concern about flooding from E-470 affecting the culvert under Picadilly near your property. In looking at the drainage patterns for E-470, the new contour maps that we have developed show that runoff from E-470 flows north to First Creek from about 1000 feet north of Sixth Avenue using the retention basin located near the I-70 interchange. As part of the new flyover, drainage will still be directed north to First Creek. It appears that the runoff that comes across Picadilly is mainly from the property on the east side of Picadilly. In fact E-470 is in a cut north of Sixth Avenue, that is the roadway is below the elevation of the adjacent land. From Sixth Avenue south, E-470 drainage basically flows south toward Coal Creek.

We do not have any origin-destination data on traffic using Picadilly. Perhaps some of the traffic using Picadilly is the result of not having Tower Road as a through street south of Colfax connecting with Sixth Avenue. That added connection is part of Aurora's long range plan.

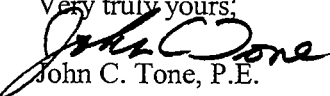
Enforcement of the speed limit and the truck restrictions on Picadilly is outside the purview of the E-470 Public Highway Authority, but I will share your letter and concerns with both Aurora and Arapahoe County.

As part of Aurora's comprehensive plan, and the Northeast Aurora Transportation plan, Picadilly and Harvest Mile Roads are both shown as future arterials. The City's plan also anticipates future improvements to Gun Club. Our studies to date have raised serious concerns about retaining local ramps with I-70 at Gun Club in the middle of the high-speed interchange between I-70 and E-470. We will have more details on the evaluation of alternatives to discuss at the February public meeting.

As I discussed with Mrs. Newell, after the July meeting team members all met to discuss the comments and concerns each of us had heard that evening from the public. Your comments and those of the others who attended have been included in the screening and evaluation process to be sure each is being fully considered.

Again I'm sorry for this late response and hope that I have addressed your concerns. I hope you will both plan on attending the next public meeting in February. You are on our mailing list and we will send you information on the meeting date well in advance. You can email me at tone@pbworld.com, and my direct phone is 303-390-5883.

Very truly yours;

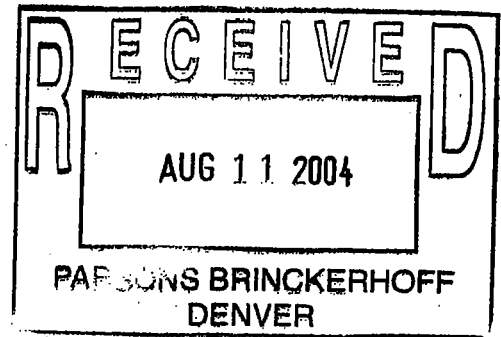


John C. Tone, P.E.
Project Manager

Cc: Ken Frantz-E-470
Pam Hutton-CDOT
Mac Callison-City of Aurora

August 2, 2004

Rickie & Jacalyn Newell
875 Picadilly Road
Aurora, Colorado
80018



Dear Sir or Madam:

I attended the July 14 meeting about the E-470 fly over I-70 and the proposed intersections at Picadilly Road and Harvest Mile Road. We were somewhat disappointed with the meeting and felt a question and answer session with the entire group would have been a more productive format to voice our questions and concerns. The homeowners and property owners on those roads are extremely worried about these proposals and how they will affect our quality of life and the value of our homes and property. I am sure many of us had the same questions that could have been answered or addressed in a group discussion. We feel E-470 has already negatively impacted our quality of life and are extremely concerned about the proposed Picadilly interchange.

We would agree for the need to build the E-470 fly over I-70. To exit onto the west bound frontage road off of south bound E-470 requires you to pull off to the right in front of accelerating I-70 vehicles trying to get on E-470. This is insane and a very dangerous maneuver at peak travel times. I have been within inches of being rear ended several times. Our concerns about the flyover have to do with the drainage and any proposed flood retention improvements or lack of. We were surprised E-470 never built any retention areas when they constructed the original toll way which we feel has increased the amount of water that is allowed to drain through a culvert located on the south end of our property. We have voiced these concerns to the City of Aurora and Arapahoe County and would like a response about this issue from the E-470 project team.

We have occupied our home since May of 2002 and prior to that it was my wife's parent's home for 20 years. The reason we feel E-470 has already negatively impacted our quality of life on Picadilly is because of the increased traffic. We know as the city continues to grow there will be an increase in traffic but E-470 and the present toll structure causes Picadilly Road to become the \$.75 AUTOBAHN. Let me explain why I make this comment. At the meeting on July 14 you had a board which showed traffic counts for the study area including Picadilly Road. Do you know how many of the 2,640 vehicles a day that use Picadilly Road are doing so just to avoid paying the toll at the tollbooth south of 6th Ave Parkway to enter or exit off of E-470 at Quincy Road and save \$.75. My guess would be a very large percentage of the traffic on Picadilly Road is using it for that reason. The proposed interchange will make this an even more desirable alternative and turn Picadilly into a race way. We have not seen any attempt by the City or County to enforce the present 45 mph speed limit. The entrance to our driveway is off of Picadilly Road and requires us to slow down to make a turn into our driveway. We live between two hill tops and the road is double yellow lines so vehicles should not pass on the left. Most vehicles will not slow down and will pass on the left and if they do slowdown behind you we are being cursed at or flipped off continually for impeding their race home.

Another concern has to do with the Truck traffic using Picadilly Road. On the board showing current Truck traffic counts you did not include any for Picadilly Road. We were puzzled why you did not include them in your count and can only assume it is because Trucks over 7,000 lbs. are supposed to be restricted from using Picadilly Road. Picadilly Road is a restricted road and has been for the last 20 plus years. Presently it is posted only for north bound traffic off of 6th Avenue and there is no signage for the trucks traveling south bound on Picadilly. The City of Aurora has been made aware of this and has not reposted any signage or made any attempt to enforce it. We are concerned about the integrity of the roadway over the culvert mentioned previously because it is not designed to handle excessive weight or the amount of water that is being channeled to it. This portion of Picadilly Road has washed out completely once since E-470 was built and we are extremely concerned about it. The engineer from the City was also concerned but was not sure the City could do anything about the water issue until the land east of us is developed. He did not know if the drainage study for the fly over would address this issue or not.

We also would like to know why the City is designating Picadilly Road a main arterial and not Gun Club Road. Most of this traffic is coming from or going to Gun Club Road. It seems it would be more

August 5, 2004

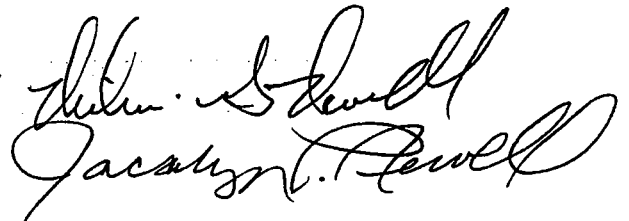
economical to join the two Gun Club roads and then use the existing I-70 & E-470 Interchange with some modifications to the frontage road. The new housing developments Cross Creek and Murphy's Creek are being built off of Gun Club Road not Picadilly Road. Most people I have discussed this with had no idea a road called Harvest Mile Road even existed, so that would be a good interchange to build.

We are totally against any interchange at Picadilly Road and have our concerns about the building of the flyover. Most of us who live off of Picadilly between 6th and Colfax have done so to enjoy a quieter life on the outskirts of the City. We are very distraught that the Project team is considering turning Picadilly into a 4 or 6 lane speedway. Nobody on the Project team can tell me that they would want to see the road in front of their home turned into main arterial. Especially when it serves your own neighborhood no purpose or need. What the E-470 group has already done to our lives is bad enough and they need to look at ways they can keep the *AUTOBAHN* traffic on the advertised *AUTOBAHN*. Have you looked at possibly reducing the fee structure between 56th and Quincy to try and keep these vehicles on the highway system? I believe that should be the goal of the Interstate Highway system and the E-470 group.

After the meeting we felt the Project Team was only going through the motion of conducting a public *meeting to satisfy a requirement of the government*. We couldn't understand how talking to one individual of the team would properly convey our questions or concerns. After spending the time to go online to your website last night and type these comments. Only to be told by the computer after hitting the submit button that your page could not be found and the time I had spent filling out the comment form was a waste, I couldn't help but think its all a matter of caring. You don't care and those who live on Picadilly Road don't matter.

I did attach copies of the form I spent my evening filling out and the message I received after trying to submit the comment form. It would be courteous to let people know that the form won't submit and they are wasting their time.

Sincerely,



Rickie & Jacalyn Newell

Matt McDole

From: Balch, Michelle [Michelle.Balch@mail.house.gov]
Sent: Tuesday, July 20, 2004 1:58 PM
To: Matt McDole
Subject: Meeting

Dear Matt:

I just wanted to sincerely apologize for dropping in without an appointment. The constituents with whom I was meeting led me to believe that they wanted to show me a section of E470 that was problematic for them. Instead when I arrived, they asked me to come inside and look at a map and then, somehow we ended up meeting with you. I hope we didn't inconvenience you in any way. I personally appreciated the meeting as it was extremely informational. Please let me know if I can be of any service to you in the future! Thank you again for taking time out of your busy schedule to meet with us.

Best regards,

Michelle

Michelle J. Balch
Office of Congressman Tom Tancredo
6th Congressional District of Colorado
6099 South Quebec Street, Suite 200
Centennial, CO 80111-4547
Phone: 720-283-9772
Fax: 720-283-9776

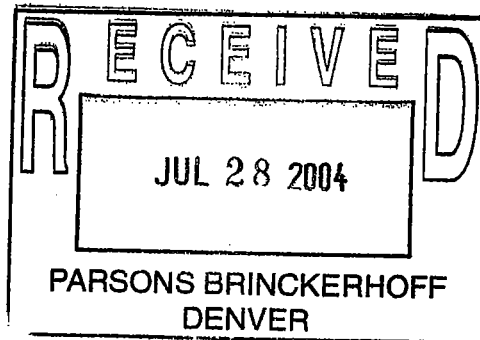
STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region 1 East Program Area
18500 East Colfax Avenue
Aurora, Colorado 80011
(303) 757-9118
(303) 343-0596 Fax



July 23, 2004

Gary Dahl
AFGE
1000 South Coolidge Street
Aurora, Colorado 80018



Dear Mr. Dahl:

Your letter to Michelle of U.S. House of Representative Tom Tancredo's office, dated July 18, 2004 regarding the I-70/E-470 Interchange, has been forwarded to me for response. As the East Program Engineer for the area that includes this interchange, I can offer the following:

The copy of your letter that I received also included a copy of the I-70/E-470 Interchange Complex Study newsletter. This newsletter announced a public meeting that was conducted on July 14, 2004. The Public meeting was conducted to provide citizens with information about this interchange complex and to solicit comments and input regarding the Environmental Assessment (EA) that the Colorado Department of Transportation (CDOT), the City of Aurora, and the E-470 Public Highway Authority are jointly conducting. I hope you were able to attend this meeting.

At the Public meeting the project team described the process for completing the EA, and indicated to the people who attended this meeting that the expanded study is early in the established federal process. In fact, we are in the alternative identification stage of the process. During this stage we seek input from all our stakeholders (citizens, business owners, the Federal Highway Administration, EPA, and others) hoping to identify many alternative solutions to the problems that we understand exist as the interchange is currently configured. We agree with you that the problems that currently exist at this interchange are largely safety and traffic operations oriented, though future traffic projections indicate that roadway capacity will also become a problem in a few years.

As we conduct the EA, we hope to identify a preferred alternative that will address these issues and provide a solution that our public can agree resolves the problems to the best of our collective ability. Conducting a study such as I have described can take as long as one and half to two years, but is required by Federal Regulation. However, we agree with you that some of the safety issues are of a significant nature, and therefore we have agreed to allow the E-470 Authority to construct a project that will remove the high speed tollway through movements from the Gun Club Road intersections of Colfax Avenue, the I-70 on and off ramp terminals, and Smith Road. This project is sometimes referred to as

Gary Dahl
July 22, 2004

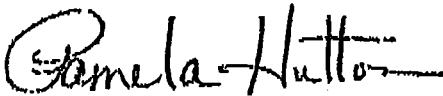
Page 2

the "flyby", and will likely be under construction in approximately six months. We believe the construction of this project will significantly improve the safety of the very turning movements you describe as being unsafe in your letter, and will provide us enough time to finish the study to determine the ultimate solution for this interchange complex.

In your letter you described many variations of the alternatives that we have begun to consider and evaluate in order to determine the best possible ultimate solution. As an example, CDOT agrees with your suggestion that 6th Avenue be extended to Picadilly Road, as a way to move traffic from the southeast quadrant of the interchange to the southwest quadrant of the interchange complex. Additionally, the City of Aurora has included this roadway extension, and many other roadway improvements in their Transportation Master Plan.

Your input is valued as we continue to conduct the EA; I encourage you to continue to stay involved in this process and thank you for your comments and input to date.

Sincerely,



Pamela Hutton, P.E.
East Program Engineer

Cc: US Representative Tom Tancredo
Matt McDole, B-470 PHA
Mac Callison, Aurora
Jack Tone, Parsons Brinckerhoff
Jeff Kullman
Jennifer Webster
Elaine Sceley

FROM : GARY DAHL

FAX NO. : 3033641212

Jul. 18 2004 12:20 PM P1

Pam
503 757
9746

Tom Tancredo
720-283-9776

Post-It® Fax Note	7671	Date	8-12-04	# of pages	3
To	Jack Tancredo	From	Pam Hutton		
Co./Dept.		Co.	CDOT		
Phone #		Phone #	303 757-9647		
Fax #	303-832-9096	Fax #	303 757-9746		

Dear Michelle:

Just a small heads-up. I've asked another neighbor, Fred Mould, to also meet with us on Tuesday. His home telephone number is 303-366-2275. I also talked to Fred on Sunday and he was meeting with Tom at 11th and Chambers.

The reasons that have my upmost concerns are its safety; when a person goes onto Gun Club Road from Eastbound I-70 or from Gun Club Road to Westbound I-70, there is extreme danger because there is only a very short distance to go over three lanes of moving traffic to get to your turning lanes.

I feel that E-470 has a plan to make us travel to Harvest Road, which is 1 1/2 miles East of Gun Club Road and I-70. Their hopes are that by doing this we will access E-470 at 6th Avenue and pay \$.75 cents. With the increase of building and population in our area, there are banking on this to happen. Presently, the tolls at 6th Avenue are not generating enough revenue to pay the electric bills running them. If this would be removed, a driver could drive 1 1/2 miles to get over three lanes versus 200 feet. From I-70 to 6th Avenue there would be no lane changes.

The other idea I had was extending 6th Avenue to Picafillly in order to have a access to Colfax and build an exchange at Harvest Road to accommodate the trailer park. This would eliminate altogether the bottleneck at I-70 & Gun Club Road. Note: This would include removing the Northbound tolls at 6th Avenue. Also, why not do the E-470 flyover to the East to avoid more congestion.

Thanks for all that you're doing and your concerns. I look forward to showing you firsthand these concerns.

Sincerely,

Gary Dahl



AFGE



Subsidiary of AFGE
1250 N. 17th St.
Denver, CO 80202

Gary Dahl, President
1437 South Colorado Blvd
Aurora CO 80014

Phone: 303-364-1213
Pager: 303-353-0334
Email: MEAT@22@out.com

Richard & Bonnie Rader

71 Algonquian Street
Aurora, Colorado 80018
Berr@pclsys.net

July 18, 2004

Parsons Brinckerhoff
1660 Lincoln Street
Suite 2100
Denver, CO 80264

Delivered Via E-Mail: i70-e470@pbworld.com *08-11-04* Facsimile 303-832-9096
Attn: Jack Tone

We attended the July 14, 2004 I-70/E-470 Interchange Complex Public Meeting with the belief that the discussion would focus on the 1601 process, the Environmental Assessment (EA) and the proposed improvements to the E-470/I-70 interchange, termed a "Fly-By".

We were distressed to find that much of the presentation focused on the City of Aurora's proposed new interchanges and new roads as associated with the "Fly-By".

To the citizens living in and around Thunderbird Estates, this was a major change in thought process. The residents who live on the eastern border of the development came face to face with the fact that they may soon be living with the noise and air pollution from traffic that the residents living to the west currently endure. This new knowledge has served to dramatically divide our community on future goals.

The City of Aurora is renowned for causing discord in communities. It is the divide and conquer method. The City knows that with enough discord, the community will not focus on the real issues as neighbor begins fighting neighbor.

It appears that this is what is happening to residents living in and around Thunderbird Estates. Those living on the eastern border will now do everything they can to preserve their existing peace and quiet. Those living to the west will continue to do everything they can to mitigate the existing negative impacts caused by traffic on the Toll Road and the increased traffic on Gun Club Road.

The disparity in citizen's concerns will eventually lead to the City and the Authority to say, "we don't know what those people want, our hands are tied."

The reality is that an Environmental Assessment does not require the consensus of a community. It does require that every impacted citizen be given the opportunity to submit comment and it is required that those comments are considered in the final decision.

There is only one way to bring about consensus, and that is by holding facilitated meetings with the goal of coming to consensus. If, in the opinion of the City and the Authority, consensus in the community is a prerequisite, we suggest that the City, the Authority, and CDOT, under the guidance of FHWA, convene such a consensus-making group. The group should include all interested/impacted citizens, City, Authority and CDOT decision-makers. The goal should be to

I-70/E-470 Interchange Complex**July 18, 2004****Page Two**

reach consensus on what is best for the area residents. Each and every impacted citizen, no matter what his view, has a right to a seat at the table.

Is this a possibility? We would both be interested in attending such meetings.

In the 10th U.S. Circuit Court of Appeals decision on the Legacy Highway project, the Court ruled that an EIS did not fully evaluate the impact of pending transit options or the need for the roadway and did not adequately consider routes less harmful and that the permitting process was inadequate and "arbitrary and capricious." It is our opinion that, as in the Legacy Highway Project, the E-470 Authority circumvented a complete environmental review process for the E-470 Toll Road, and did not adequately address standards required under the NEPA. The Authority was aware that eventually there would be a requirement to revisit the E-470/I-70 Gun Club Road Interchange decision. If the required studies had been performed, the Toll Road probably would not have been constructed as it is. Perhaps this would have prevented the many accidents at the intersection, including some deaths, and the peaceful, quiet, rural lifestyle of the community would have been preserved.

However, the damage has been done and we now have the opportunity to mitigate at least some of the adverse impacts. We have an opportunity through the EA, the 1601 Process, and the Federal Highway Administration rules.

The 1601 process requires feasibility studies for new interchange proposals on state highways and interstates. These studies must determine the traffic impacts of the proposed interchange on the regional highway system and the impacts on local street network and must also demonstrate satisfactory operation of the proposed interchange.

Our Requests

- 1) 6th Parkway is not a major intersection, and should not be used as the end of the Project Study Area. NEPA says that if there is significant public interest, a study must be performed in that area. We request that the Project Study Area be extended to the next major intersection, which is Jewell. There is significant public interest. The Authority and the City cannot say that the impacts in this area are not significant, because nothing has been done to prove this claim.
- 2) Remove the option to build a new interchange at Harvest Mile Road. There is an existing interchange located at Powhatan Road that should be utilized.
- 3) Please provide an engineering analysis of the cost of mitigating the noise impacts to the area.
- 4) The "Fly-By" must include space for future rail projects.
- 5) Please provide a list of alternatives that have been proposed, other than the Preferred Alternatives for the existing interchange and the proposed new interchanges.

I-70/E-470 Interchange Complex**July 18, 2004****Page Three**

- 6) Please provide analysis of the trade offs between alternatives, based on travel demand, costs, safety, construction, community and environmental impacts of all of the proposals. Please provide direct, indirect, and cumulative environmental impacts analyzed for each alternative. Please clearly define how these alternatives were ranked. Was rail evaluated as an option?
- 7) 95% of the discussion to date has been more lanes. What is the vision for the future, what alternatives to personal wheels have been reviewed?
- 8) Please provide documentation on how the "Fly-By" and new interchanges will impact the increasing Ozone levels in the area and along the Front Range.
- 9) Please provide the Feasibility Study that finds that traffic will be relieved by the proposed improvements. What are the existing routes that will be improved due to the construction of the "fly-By" and the proposed new interchanges? How will the "Fly-By" serve to reduce/calm the traffic on Gun Club Road?
- 10) How will the proposed changes benefit area residents?
- 11) By how much and how will the proposed changes decrease noise/air pollution?
- 12) Gun Club road between I-70 and Mississippi must not be allowed to remain a Truck Route.

Before construction of the Toll Road, Arapahoe County, City of Aurora and E-470 Authority representatives promised the residents that once the Toll Road was fully operational, mitigation procedures would be implemented to relieve the negative impacts to the neighborhood. Those promises were:

1. Gun Club Road between Mississippi and I-70 would become a Minor Arterial,
2. All high speed traffic on Gun Club would be curtailed and the speed limit would be lowered to 35 mph,
3. The Truck Route designation would be removed, and
4. Gun Club Road would no longer be designated a Construction Route.

To date, not one of these promises have been honored. We look forward to a process that allows these promises to be realized.



**I-70 E-470
INTERCHANGE COMPLEX**

The E-470 Public Highway Authority and the City of Aurora in association with the Colorado Department of Transportation – Region 1

**Public Outreach and
Public Scoping Comment Summary**

July 30, 2004 (Revised September 30, 2004)

Mailing List Development

An initial mailing list of approximately 4,650 residences was compiled by using data from the Tax Assessor Offices of Arapahoe County, Adams County, and Strasburg. The boundary and parcel information used to generate the database included the following areas:

- On the south side of I-70: From Tower Road to the west and Hayesmount Road to the east and from I-70 south to Jewell Avenue.
- On the north side of I-70: From Tower Road to the west and Monaghan Road to the east and from I-70 north to 56th Avenue.
- Strasburg east of the project study area.

Newsletter

A newsletter was mailed on June 15, 2004 using the above list to announcing the Public Meeting to be held on July 14, 2004 at the administrative offices of the E-470 Public Highway Authority in Aurora, CO. The newsletter included a description of the public meeting date, the project study area and project description, the E-470 "Fly-By" Immediate Improvements, environmental process and current environmental studies underway, survey information, and a comment sheet. Also included was a Spanish section addressed to the Spanish speaking community, which included a description of the project study area and comment sheet. The E-470 website and project email address were noted as resources for making comments and adding one's name to the mailing list.

Public Notifications

A follow-up post card announcing the July 14, 2004 public meeting was mailed on July 7, 2004 to the 4,650 residents located in Arapahoe County, Adams County and Strasburg.

Legal notices were included in the Denver Post and the Rocky Mountain News on June 30, 2004 and the Aurora Sentinel on July 1, 2004.

Low Income and Minority Outreach

In an effort to reach low income and minority residents within and near the study area, newsletters were distributed by hand the week of July 5, 2004 to approximately 10 residents of a former motel located on Colfax Avenue and approximately 400 residents of the Fox Ridge Farms Mobile Home Park located on Powhaton Road.

Public Meeting – July 14, 2004

The Public Scoping Meeting for the I-70/E-470 Interchange Complex Environmental Assessment (EA) project was held on July 14, 2004 from 4:30 PM to 7:30 PM at the E470 Public Highway Authority administration offices located at 22470 E. 6th Parkway, Aurora, CO. The meeting was conducted in an Open House format with a slide presentation given at 6:00PM.

The slide presentation described the expanded project study area, provided a description of the proposed action, project elements, the environmental process, current environmental studies underway, and information on the project schedule.

Approximately 53 citizens attended the open house and 6:00PM presentation. During the open house and following the slide presentation, the public was given the opportunity to ask questions and discuss

I-70 E-470 INTERCHANGE COMPLEX

The E-470 Public Highway Authority and the City of Aurora in association with the Colorado Department of Transportation – Region 1

project issues with the project team. A Spanish-speaking interpreter was available for people requiring translation services.

Attendees were also encouraged to submit written comments. As of July 30, 2004, a total of 25 comments have been received from the public scoping meeting comment sheets (6), newsletter responses (2), e-mails (5) and the project website (12). Those public comments and comments recorded by project team members who helped to facilitate the public meeting are summarized below.

Interchange at Picadilly Road

- Residents north of Smith Road very supportive of bridge and interchange at Picadilly, while residents near Picadilly Road south of Colfax are not supportive of the interchange.
- Need to improve 6th Ave/Parkway west of E-470 to Picadilly to get to the new Picadilly interchange.
- Concern for increased traffic on Picadilly Road; ultimately Picadilly will need improvements south to handle increased traffic. One resident believes there is less traffic on Picadilly.
- Concerned that improvements on Picadilly if only upgraded in the vicinity of the interchange would create congestion on the remainder if not improved also. Don't just improve near Colfax Avenue. It would be unsafe and irresponsible to do otherwise.
- Object to the elimination of local access to I-70 at Gun Club Road until and unless access to Picadilly direct via 6th Parkway is available and Picadilly is improved to handle the traffic with on & off Ramps available at I-70.
- Please address the 11th and Picadilly intersection at New World West; there are line of sight problems both for Picadilly and 11th in both directions.
- Tower triangle area (north of Colfax) needs better freeway access westbound onto I-70. Tower Road interchange is poorly regulated by lights and railroad crossing causes delays. Need Picadilly interchange to avoid trains and what has become a traffic nightmare due to soccer fields at Colfax/Dunkirk.

Interchange at Harvest Mile Road

- Support for Harvest Mile interchange to have better access to I-70 east. Also better access west for mobile home park residents.
- With more residential development planned at Harvest Mile Road, resulting traffic will mean more need for an interchange there than at Picadilly Road; two local interchanges are not necessary.
- What is the development plan for Harvest Mile Road?

Elimination of Access to I-70 from Gun Club Road

- Residents are concerned about loss of free access and added out-of-direction travel in order to access I-70 once Gun Club Road access is removed. "Make ramps at 6th Parkway toll-free!"
- Several hundred current residents and several hundred more in new developments (Murphy Creek) are planned. Residents currently use I-70 as the primary East/West commuting route. If access is eliminated it will push a lot of traffic south onto Jewell (& Illiff) and greatly slow the commute. It would also route a large amount of traffic through a residential subdivision with a 30 mph speed limit. Gun Club is already a very dangerous road at that location because of the trash haulers that travel that portion of Gun Club.
- Forces residents of Murphy Creek to pay E-470 tolls to access I-70 - "We already pay enough taxes without you subjecting us to toll roads."
- Taking Jewell to cross over Gun Club is very dangerous, and there have been several horrible accidents at this intersection and one known fatality. A light should be installed at Jewell immediately to improve this dangerous crossing.
- A resident of Murphy Creek and a frequent user of E-470 fully supports improving this Interchange. Feels it is important to improve Gun Club Road south if this interchange remains available. The only users are local to that

I-70 E-470 INTERCHANGE COMPLEX

The E-470 Public Highway Authority and the City of Aurora in association with the Colorado Department of Transportation – Region 1

area. The road also preceded the tollway. Those of us who use Gun Club are also some of your best customers because E-470 is at our back door step.

E-470 Immediate Improvements “Fly-By”

- Questions regarding how access will work at I-70 when Fly-By is built.
- A developer in the immediate area planning the development of approximately 3,000 homes supports efforts to improve the transportation network through the construction of the E-470 interchange and its associated improvements.
- Interchange looks too complicated.
- Traffic signals at I-70 and E-470 are dangerous. Traffic queues up past Colfax.
- While you are studying the flyovers, please consider the current access as folks are proceeding east on I-70 and the I-70 bypass (Colfax). Presently as folks are heading east on I-70, speed limit is 70 or 75 MPH as they round the curve over the I-70 bypass. Consideration is NOT given to those heading east from Colfax to merge onto I-70. The folks are concentrating on exiting onto E-470 to the south and are not yielding to the merging traffic. I don't know if the current plan will correct the situation, but I'm surprised there haven't been accidents in this area due the merging problem.

Property Impacts

- Several residents expressed concern for how their properties will be impacted and what direct impacts mean to the owners.
- Property owners east of Gun Club wanted to know how the Colfax extension and relocated Gun Club Road will affect their property.
- Concern for loss of “rural” setting. Residents said the reason for moving to the area was to escape urban areas and now they feel the proposed interchanges will cause growth near their rural properties.
- Picadilly interchange would affect property owners on Picadilly adversely by their inability to have safe access to their homes and safer levels of pollution.
- Stephen Bacon of Colorado Interstate Gas was concerned about a gas line monitoring station located at the west edge of the Catellus property near the Picadilly Road alignment tying into Smith Road. They also have a large station located between the Prologis site and the Harvest Mile section line. He stated he has seen drawings of a road connecting the Prologis site to Harvest Mile Road which may (depending on the alignment) cut across Interstates ROW and possibly some of their buildings and equipment.
- Steve Schafhausen of Land Inc working for East Cherry Creek Water and Sanitation District also has concerns about the alignment of Harvest Mile tying into Smith Road at the Section line. There are plans to run a major water line along the Harvest Mile section line and for a pump station to be built in the vicinity of the Harvest Mile section line and Smith Road. He will provide plans and documentation for this proposed water line and pump station.
- What is the impact on Watkins?

Potential Environmental Issues

- Objection to the Picadilly Interchange & I-70 – “Please do not destroy the natural situation of the area. Eagles nest nearby and foxes run through the road and our community”.
- Increased traffic would mean increased air & noise pollution for the whole New World subdivision.
- The impact area is the habitat for an endangered toad and also for local fox, coyotes and prairie dogs. If you have question or would like pictures of the flooding or endangered toad, please call.
- If the area in the SE quadrant of the E-470/I-70 interchange develops, will First Creek need to be maintained as an open water feature?
- Concern for frequent flooding on Picadilly Road south of Colfax Avenue.

I-70 E-470 INTERCHANGE COMPLEX

The E-470 Public Highway Authority and the City of Aurora in association with the Colorado Department of Transportation – Region 1

General

- Residents of Thunderbird Estates and Murphy Creek would like to be more involved and informed of the decisions being made and suggest that HOA representatives be included in regular meetings and possibly making coordination meeting minutes available to them.
- Developer Tom Morrill of HMB Partners interested in coordinating plans for Colfax Avenue relocation in southwest quadrant.
- Representative of residential developer was interested in the project schedule, particularly beyond where the posted schedule ended, regarding when improvements are going to be constructed.
- 26th Ave needs access to E-470 and a better access to I-70. Completion of an I-70 & Airpark Road interchange would allow a short-cut access to DIA.
- When and how will 6th Avenue be connected to 6th Parkway?
- When will the 6th Parkway extension be constructed through to SH30?
- One resident was opposed to the City of Aurora's plan to make Picadilly a major arterial, when most of the growth according to a map she carried was shown to the east.
- Make sure that the analysis considered all the growth happening east of the primary study area (Watkins and Front Range Airport).
- Several individuals asked for copies of the land use plan and growth projections graphics used in the presentation material. Also asked for a copy of the Aurora Comprehensive Plan and to be kept informed of when new aerials photos are complete.
- Safety and frustration of all E-470 users and local traffic with the weaving movements and traffic signals south of I-70.
- My opinion on E-470 is not a good one. In fact I will never use E-470. It is not set up right, travelers who are use to paying a toll on a thruway will pick up their ticket when entering and stop and pay only once when they exit. Whoever set up all the toll booths every 3 miles or so is an Idiot!

Questions about the Process

- Resident was disappointed to see who the members of the E-470 board are and believes the interests that are represented by the board are obvious. Resident fails to see how the community is represented. The use of "public informed" is very truthful, but not involved.
- Community member asked "why" the E-470 and I-70 intersections were not eliminated prior to E-470 even opening and believes it comes down to financial and political issues not the risk of lives.
- I do remember the "guarantee" of free access for those that were directly affected by the E-470 construction at E-470 and I-70 at Gun Club Road.
- Who will benefit from an Interchange, developers? Who will benefit from your proposals? Not us who live near by. Don't do it!
- Public meeting attendee wanted to know why weren't more CDOT representatives present.
- Community member said that they had provided input on the original alignment of E-470 and were ignored. Questioned why this process will be any different.

**I-70 E-470
INTERCHANGE COMPLEX**

**Public Meeting
July 14, 2004**

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

Office Phone: (303) 390-5883
Office Fax: (303) 832-9096
Email: i70-e470@pbworld.com
Visit us on the Web!
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NAME: Douglas K. Stines

ADDRESS: 4046 S. Abilene Cir, #B

CITY, STATE, ZIP Aurora, CO 80014

PHONE: 720-312-3882 EMAIL: DStines904@Comcast.net

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

Please send PDF of City of Aurora Comprehensive Plan (2003)

Could you keep me informed as to when the new aerial photos are complete.

*Mailed
w/PC*



Public Meeting
July 14, 2004

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

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NAME: Rebecca Andersen
ADDRESS: 900 Nepal St.
CITY, STATE, ZIP Aurora CO 80018
PHONE: 31344-0591 EMAIL: rabcander@msn.com

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

Speaker should use a pointer when showing the specific road considerations so we could fully understand. Also adjust ~~map~~ ~~new~~ ~~to~~ ~~close~~
Please address the 11th e Picadilly exit from New World West. It is a line of sight problem both for Picadilly + 11th in both directions. Why wait for an accident?

Could I please have a copy of City of Aurora Comprehensive Plan.

I recommend ~~the~~ ~~west~~ ~~mile~~ interchange rather than the Picadilly exchange.

Thank you for your concerns.



Public Meeting

July 14, 2004

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NAME: Rebecca Andersen

ADDRESS: 900 Nepal St.

CITY, STATE, ZIP Aurora CO 80018

PHONE: 3/3440591 EMAIL: rabcander@msn.com

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

Would like a copy of land use plan
graphic



Public Meeting

July 14, 2004

Parsons Brinckerhoff
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1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

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NAME: Clay Scheriber
ADDRESS: 1061 So. Kittredgeway
CITY, STATE, ZIP Aurora Co. 80013
PHONE: 303-601-8414 EMAIL:

Please add me to the mailing list to receive future notices and newsletters. Yes [X] No []

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

CD of Public Presentation
[Handwritten notes: some copy at meetings, KPM, 7/14/04]

Parsons Brinckerhoff
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1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

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Office Fax: (303) 832-9096
Email: i70-e470@pbworld.com
Visit us on the Web!
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NAME: C. SUPALLA
ADDRESS: 19520 E. BATAVIA DRIVE
CITY, STATE, ZIP AURORA, CO 80011
PHONE: _____ EMAIL: _____

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

Per rep, a packet of the posted maps, projections etc is to be mailed to me.

Thank!

Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

COMMENT SHEET

Office Phone: (303) 390-5883
Office Fax: (303) 832-9096
Email: I70-e470@pbworld.com
Visit us on the Web!
www.e470.com

NAME: Bill McGuire
ADDRESS: 1017 Perth St
CITY, STATE, ZIP Aurora, CO 80018
PHONE: _____ EMAIL: billmc@scicom.ca

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

I live in the New World West Subdivision. I am very concerned about the development of Picadilly Road. It is presently unsafe to traffic and an increase is only going to make things worse. But my main objection is to an Picadilly interchange @ I70. This would only make the situation worse. Please do not turn Picadilly into a race track. Please do not destroy the natural situation of the area. Eagles nest nearby. And Foxes run across the road and through our community.

Who will benefit from an interchange @ Picadilly? Developers?
Who will benefit from your proposals?
Not the people who live nearby!

Don't Do IT!

July 14, 2004

Parsons Brinckerhoff
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COMMENT SHEET

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Office Fax: (303) 832-9096
Email: i70-e470@pbworld.com
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www.e470.com

NAME: Chester Penk
Frances Penk
ADDRESS: 1062 Malaya
CITY, STATE, ZIP Aurora CO 80018
PHONE: 303 366 7876 EMAIL: _____

Please add me to the mailing list to receive future notices and newsletters. Yes No

Your comments are appreciated and will assist us in evaluating the needs of this project. Please write your comments below and mail to the address above or fax to number listed above. Fold comment sheet in half, staple and include postage before mailing. Thank you.

16-04 We live in New World West at Picadilly Road +
11th

We'd like you to be aware of what putting an interchange at Picadilly + I-70 would mean to our neighborhood.

① High speed traffic would make getting in + out of the subdivision a potential death trap.

② Increased traffic would mean increased air + noise pollution for the whole subdivision.

③ Items one + two (above) would affect property owners on Picadilly adversely by their inability to have safe access to their homes and safe levels of pollution.

④ Please be aware that the proposed impact area routinely floods when local rains are heavy but also is affected by storms south + east of the area due to historical drainage patterns.

⑤ The impact area is the habitat for an endangered toad but also for local fox, coyotes and prairie dogs.

If you have questions or would like pictures of the flooding or endangered toad, please call.

Thanks. Chester Penk Frances Penk

303 366 7876

Comments heard at Public Meeting
7/14/04

*Matt McDole
E-470 PHA*

- Residents near Picadilly don't want I/C on that road.
- The residential growth is planned at Harvest Miles so put an I/C there and not at Picadilly. Another one is not needed.
- We moved here (near Picadilly) to get out of urban area now you are causing growth near our rural properties.
- What is the ultimate development of Picadilly? It needs to be improved to handle traffic now.
- Don't want Gun Club ramps to be closed
- Questions as to timing of construction beyond "Flyby".
- What is development plan for Harvest Mile Road?
- When and how will 6th Ave. be connected to 6th Pkwy?
- E-470/I-70 I/C looks too complicated.
- How will properties on Gun Club be able to access I-70 and E-470?
- What is impact on Watkins?

I-70 E-470 INTERCHANGE COMPLEX

Public Meeting

July 14, 2004

4:30 PM to 7:30 PM

E-470 Administrative Offices
22470 East 6th Parkway
Aurora, CO 80018

NAME	ADDRESS	PHONE	E-MAIL
Art & Diane Jones	120 S. Flatrock Aurora	303-364-5670	
Richard & Bonnie Rodin	71 Algonquin St Aurora	303-364-2905	bars@pcisys.net
Louis & Jill Van Helden	98 S. Grandbay Cir. Aurora	303-340-0968	Lvanheld@yahoo.com
Rick Newell	875 PICADILLY ROAD	303-344-1520	RNewell@WagnerEquipme.com
Rick Rome	7000 S. Yosemite Englewood	303 220-1001	Rick.Rome@Nortec.com
Fanny Wolfis	24529 E Arkansas Pl	303-344-8108	Pennyw@colmanindustrial
Kate J. Mulen	14100 E. 35TH PLACE, AURORA 80011	303-375-9292	AWIELSEN@PROLOGIS.COM
KNOT HINTERME	14100 E. 35TH Pl Aurora 80011	303-375-2635	khinterme@prologis.com
Christy & Tom Lindweber	24100 E. Alameda Ave.	720-857-6100	landweber@aol.com
Esther Nanson	18931 E 17th Ave	303-340-1719	estherh6150001.com
Clay Schreiber	2500 East Alameda Avenue 80018	303-601-0410	#Clayjuce@aol.com
Allen & Carolyn Smith	4555 Piccadilly Rd	303-364-6570	—
Erica Hamann	965 Picadilly Rd 80018	303 341 1409	hamed37@aol.com
Steve Zgorzynski	Felsburg Hoft! uling	303.721.1440	stevez@fhmg.com
DREW OLSEN	PBQD	303-390-5830	olsend@PBward.com
Jack Tone	PB	303-390-5883	tone@pbworld.com

NAME	ADDRESS	PHONE	E-MAIL
Donna Faraough	137 Ponderosa Cir Golden CO	303-271-1917	H F A R @ W E B T Y . N E T
Sandra Faraough	137 Ponderosa Cir Golden CO	303-271-1917	CHRT + PUL T NET @ web
Steven Austin	725 Picadilly Rd		Steve.Austin @ den. gov
Helen Alessi	775 " "	303 364 6885	galileo.com
Wendy Golewski	11277 E. Custer Pl.	(303) 366-5814	
Boeth J. Gorszewski	11277 E. CUSTER PL. AURORA CO	303 366-5818	N/A
Ken Frazz	E-470 P&A	(303) 537-3724	Kfrantz@pe-470.com
S. Ann Neble	1016 N. Odessa St Aurora 80018	3-344-0809	TINY CAN @ MSA.COM
Warren Connor	99 S. De Saule Ave ^{SOFT}	3-366-7555	warren@warcon.com
Gary Dahl	1000 S. Coolidge St.	303-364-1212	meat 925 @ ARI.COM
Ron Girard	19273 Montview Blvd, Aurora CO	760-859-0436	Ron65Rone@yahoo.com
Martene Schick	123 So Picadilly Rd. Aurora	303-343-3344	
JJ Wierema	E-470	303 537 3736	
Amelia Elder	33 Bilopi Ct. Aurora	(303) 364 8456	ameliafae@aol.com
Adam McCoy	1240 S. Fultondale Ct. Aurora	303-367-1424	adamtmccoy@aol.com

80018



Public Meeting

July 14, 2004

4:30 PM to 7:30 PM

E-470 Administrative Offices
22470 East 6th Parkway
Aurora, CO 80018

NAME	ADDRESS	PHONE	E-MAIL
Nanci Regnier	3992 S. Carson St. Aurora, CO 80014	(303) 690-1407	nanci_regnier@msn.com
Quill - Charles Bell	P.O. Box 24 Erie, CO 81069	(719) 489-3504	cfandnb@earthlink.net
Deag Stines	4046 S. Abilene Cir #B	720/312-3882	DStines904@Comcast.net
Rebecca Anderson	900 Nepal St Aurora CO	3/344-0591	rabxander@msn.com
David Millar	PBSJ	303-221-7275	dmillar@pbsj.com
Chester Fran Pent	1062 Malaya	303 366 7876	
Sam Afencio	10127 Owens Dr Westminster, CO	303 221 7275	S Afencio@PBSJ
Bill McGuire	1017 Park St Aurora CO 80012		blmc@scicom.eplmcd.com
Mary Dale Barnes	23954 E. Archer Pl. Aurora, CO 80018	303-363-6887	dale@rvdenver.com
Howard Blasien	74 So Algonquin Ct Colorado Interstate Gas - Attn: Land Dept.	303 360 6803	
Stephen D. Bacon	2 N. Nevada Ave., Colorado Springs, CO 80903	719-520-4713	steve.bacon@elpaso.com
Johann Vandenberg	10367 Dunsford Dr Lone Tree, CO 80174	303 717 3144	coanden@e-470.com
Tom Merritt	88 Steele St. #300 Denver 80206	303 370 0021	tom@hmbpartners.com
Gina McAfee	707 17th St. Suite 2300 Denver	-	
FRED DAVID	980 S. SUN CLOUD RD AURORA 80018	303-366-2275	HYDRAULICBS@REISYS.C



Public Meeting
July 14, 2004
4:30 PM to 7:30 PM

E-470 Administrative Offices
22470 East 6th Parkway
Aurora, CO 80018

NAME	ADDRESS	PHONE	E-MAIL
MAC CALLISAY	CITY OF AURORA		
Peter Kozinski	CDOT		
Curt Eckhardt	Eckhardt Environmental	987-2272	
Jim Bemelen	CDOT - Region 1	303-790-1020	
Ian Hutton	CDOT - Reg. 1	303- 48 757-9118	
Steve Sands	FHWA	703 963-3014	
JACK FRISK	5580 HAPPY CANYON RD DENVER	303-756-7790	
Cathy Madhira	CDOT Region 1	303-757-9286	
Holly Hunch	CDOT R-1	303-757-9790	
Paul Engel	Aurora	303 507 2289	
Bob Sewell	Aurora	303-349-1059	
Mark Campagnola	Aurora	303-364-7187	
Vera Cameron	Aurora 80018 1437 S. HALEYVILLE CIR	303 344 1281	
LARRY FETSCHKE	6121 CHERRYWOOD CIR. 80121	303-210-8047	
Don Johnson	12455 E Kentucky Pl. 80013	303-343-4203	

I-70 E-470 INTERCHANGE COMPLEX

The E-470 Public Highway Authority and the City of Aurora In association with the Colorado Department of Transportation – Region 1

June 2004

Volume 1, Issue 1

Public Meeting – July 14, 2004

The City of Aurora and the E-470 Public Highway Authority (E-470 PHA) in association with the Colorado Department of Transportation (CDOT) Region 1, are conducting an Environmental Assessment (EA) and preliminary engineering of the I-70/E-470 Interchange Complex located in Aurora, Colorado. The Federal Highway Administration (FHWA) is the lead agency for this project.

The EA has been expanded beyond the interchange at I-70 and E-470 to include as

many as two new I-70 interchanges at Picadilly Road and Harvest Mile Road, as well as the possible elimination of access to I-70 at Gun Club Road.

You are invited to attend a public meeting to learn about what progress has been made since the prior public meeting was held in May of 2003.

Details and location of the meeting are shown in the left margin. A brief presentation about the project will be given at 6:00PM.

Graphic boards will be on display describing the revised study area boundaries, current studies underway, preliminary design elements, and the new project schedule. Other information will be provided on the project's history, environmental issues, and alternatives considered.

The most important part of this meeting is to hear from you. *We want to know what issues you think are important and should be addressed in the study.* We look forward to seeing you.

Project Study Area

In order to consider options beyond the I-70/E-470 Interchange, it was necessary to expand the original project study.

As shown in Figure 1, the new I-70/E-470 Interchange Complex study area

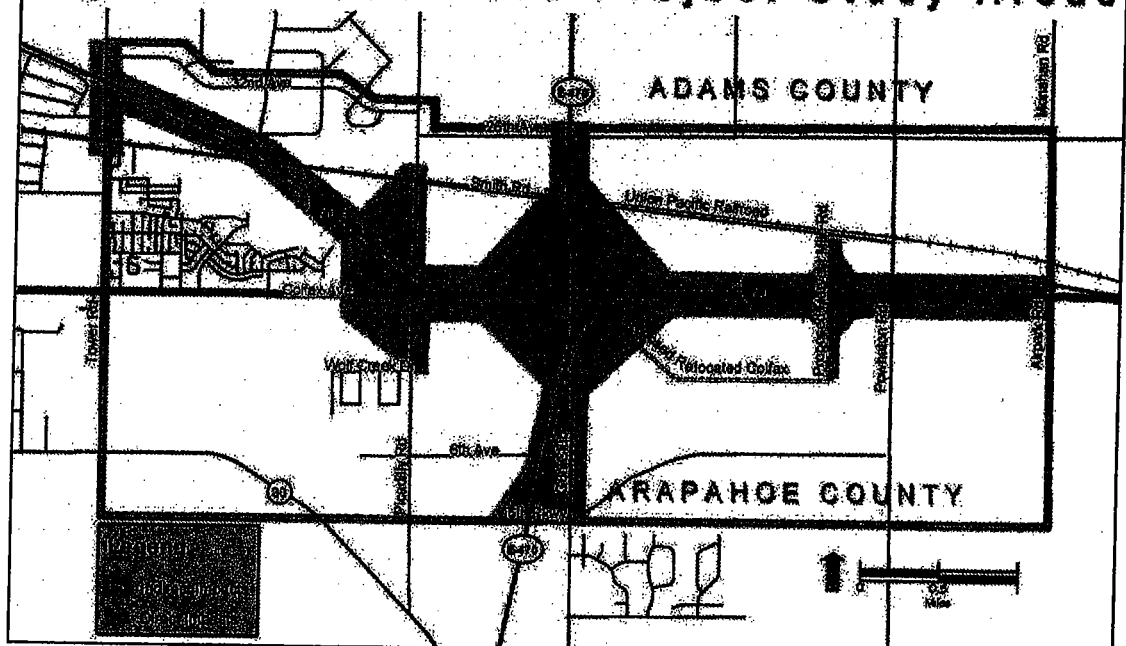
includes; 26th Avenue to the north, 6th Parkway/Avenue to the south, Airpark Road to the east, and Tower Road to the west.

The entire project study area will be analyzed to determine potential direct

and indirect impacts to the environmental, social and cultural resources associated with the proposed action.

The cumulative effects area will encompass a four-mile radius from the center of the I-70/E-470 Interchange.

Figure 1: I-70/E-470 Project Study Areas



Project Description

One year ago, the Colorado Department of Transportation (CDOT), the E-470 Public Highway Authority (PHA), and the City of Aurora began the process of a System Level Feasibility Study and Project Level Feasibility Study to reconstruct the I-70/E-470/Gun Club Road Interchange.

These studies also evaluated the addition of an E-470 Fly-By for the E-470 main roadways, new freeway-to-freeway ramps, and maintaining local access to I-70 at Colfax Avenue and Gun Club Road.

During the process of approving the new Fly-By structure to separate E-470 through-traffic from the stop lights at I-70, the three study partners agreed that maintaining local access to I-70 from Gun Club Road was probably not operable within the freeway-to-freeway interchange.

Accordingly, it is necessary to consider new alternatives that could maintain local access. Potential options currently being evaluated include:

- Eliminate local access from the existing I-70/E-470/Gun Club Road interchange, retaining the freeway-to-freeway interchange serving only E-470 and I-70.
- Construct one or two new interchanges to serve local access west and east of the I-70/E-470/Gun Club Road Interchange. Possible locations under consideration include interchanges at I-70 and Picadilly Road and I-70 and Harvest Mile Road.
- Remove the partial interchange at Colfax Avenue and I-70 and replace existing interchange movements with a new full interchange at Picadilly Road.

Pursuant to CDOT's Policy Directive 1601 process requiring notification to Regional Council of Governments (DRCOG) when a new interchange or modification to an existing interchange is desired, the City of Aurora and the E-470

PHA, in cooperation with CDOT Region 1, were successful in amending the draft DRCOG 2030 Regional Transportation Plan to include two new interchanges on I-70 at Picadilly and Harvest Mile Roads.

E-470 Immediate Improvements

The E-470 PHA is currently seeking proposals for a design-build team to design and construct a new roadway to carry E-470 through traffic, bypassing the four traffic signals and intersections in the I-70 interchange area.

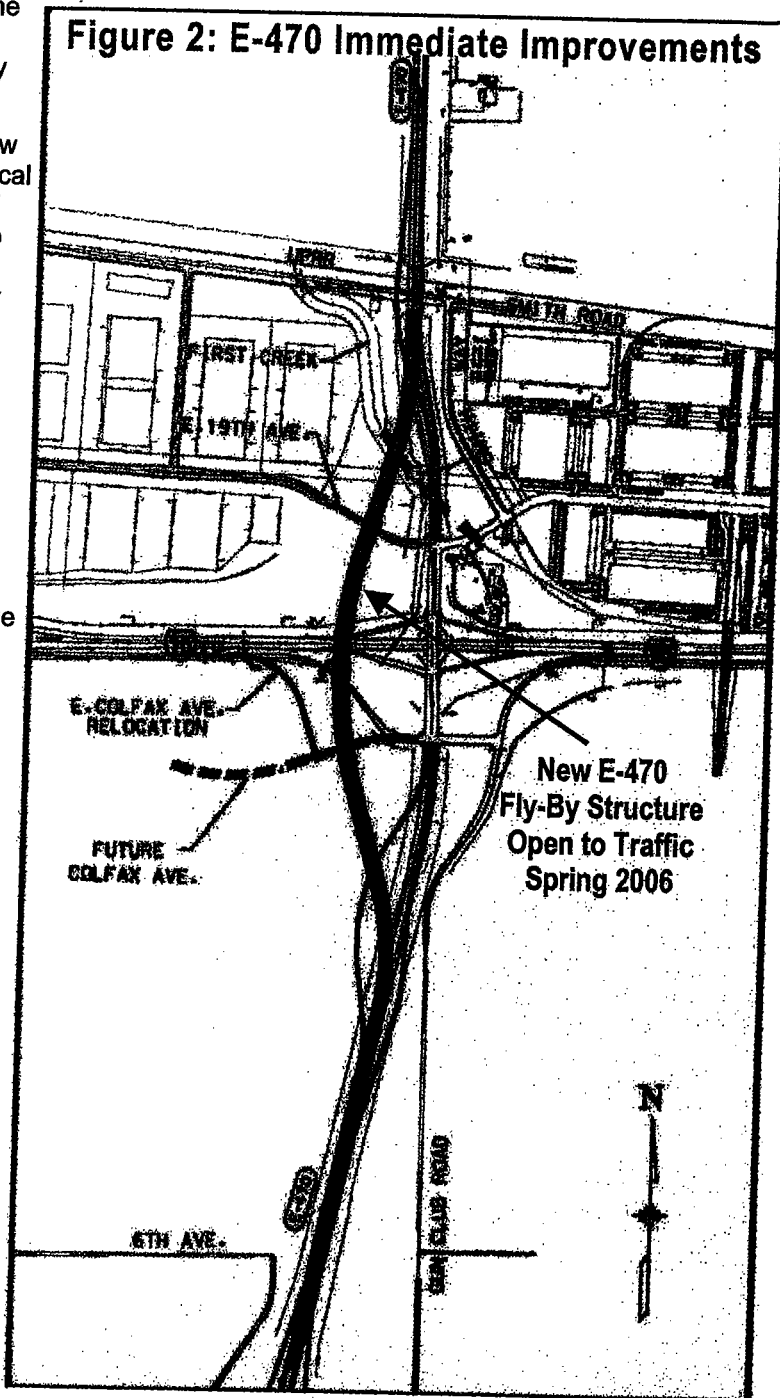
As shown in Figure 2, the new E-470 roadway will be located west of the current interchange, which is shared with Gun Club Road. Connecting ramps will be included to serve E-470

traffic to and from the present I-70 interchange.

The improvements, sometimes termed the "Fly-By", will be funded entirely by the PHA. Proposals are to be received in June from the finalist teams in the selection process.

Construction is anticipated to start in early 2005, with the new roadway to be opened to traffic in 2006.

Figure 2: E-470 Immediate Improvements



Environmental Process

An Environmental Assessment (EA) is being prepared for the expanded I-70/E-470 Interchange Complex project following the requirements of the National Environmental Policy Act (NEPA) of 1969.

The EA will evaluate any potential environmental, social and cultural impacts associated with the proposed action to provide freeway direct ramps and local access

Surveying

The project team is currently performing field surveys in conjunction with aerial mapping of the I-70/E-470 Interchange Complex.

The project team is using panel points for the mapping. Panel points consist of four 12" x 48" plastic legs set as a "+" on the ground prior to flying above the area.

ramps as part of the I-70/E-470 Interchange Complex.

Currently, field surveys, traffic counts, and existing social, economic and environmental data collection are underway.

Alternatives that are suggested during the scoping process will be considered for inclusion in the study. Once all potential project alternatives have been identified, screened, and carried forward in the

These horizontal points are then surveyed on the ground generating a map that includes contour elevations. The panel points will only be set on property of those landowners who have granted access permission.

This work is contingent upon receiving all Right of Access permission forms from landowners.

EA process, an impacts analysis will be performed for each build alternative, as well as the No-Build Alternative.

The environmental issues associated with this project include the following:

- Local Access
- Land use
- Prairie dogs
- Raptors
- Wetlands
- Historic properties
- Hazardous materials

- Noise
- Farmlands
- Property Impacts

Once impacts have been assessed, an EA document will be compiled and made available for public and agency review.

Following the review period and a public hearing, the EA will be available for signature by the lead agency. Once the document is signed, a Decision Document can be prepared.

Letters and permission forms were mailed several weeks ago to landowners in the study area. Over forty landowners have returned their permission forms.

We thank you for your consideration and encourage the remaining property owners to sign and return their Right of Access permission forms at their

earliest convenience.

The survey and mapping of each property should only take a few days. Should you have any questions about the work, please feel free to contact Western States Surveying, Inc. at (303) 841-7436.

Descripción Del Proyecto

Hace un año, El Departamento de Transporte de Colorado (CDOT), La Autoridad de la Carretera E-470 (PHA), y la Ciudad de Aurora comenzaron el proceso de hacer un estudio de viabilidad al nivel del sistema y un otro estudio al nivel del proyecto para reconstruir el intercambio de la I-70 y la E-470.

Estos estudios evaluaron tres cosas: la adición de un puente en la E-470 para pasar al lado del intercambio existente, nuevas rampas entre las dos carreteras, y mantenimiento del acceso local a la I-70 de la Colfax y de la Gun Club Road.

Durante el proceso de aprobar el nuevo puente para pasar al lado del intercambio existente como proyecto separado, CDOT y la Administración Federal de las Carreteras (FHWA) determinaron que no era factible proporcionar el acceso local a la I-70 de la Gun Club Road dentro del nuevo intercambio de la I-70 y la E-470.

Por lo tanto, era necesario considerar otras nuevas alternativas que se podrían substituir el acceso perdido por la nueva configuración del intercambio.

Las opciones potenciales que fueron evaluadas incluyen el siguiente:

- Eliminar el acceso local del intercambio existente.
- Reconstruir el intercambio de I-70/E-470/Gun Club Road para servir solamente la E-470 y la I-70.
- Construir hasta dos intercambios nuevos al oeste y al este del intercambio existente. Dos opciones adicionales bajo consideración incluyen un intercambio en la Picadilly Road y otro en la Harvest Mile Road.
- Eliminar el intercambio parcial en la Avenida Colfax y la I-70 y substituir los movimientos existentes del intercambio por un nuevo intercambio en la

Picadilly Road con mejoramiento a las vías de acceso.

Conforme al proceso del Directorio 1601 de la política de CDOT requiriendo la notificación al Consejo de Gobiernos de la Región de Denver (DRCOG) cuando un nuevo intercambio o una modificación a un intercambio existente, la Ciudad de Aurora y la E-470 PHA, en la cooperación con la Región 1 de CDOT, tuvieron éxito en enmendar el plan regional del transporte de DRCOG 2025 para incluir dos intercambios nuevos en la I-70, en la Picadilly y en la Harvest Mile Road.

**Your comments
are welcome!**

*Mail your
comments to:*

Parsons Brinckerhoff

1660 Lincoln Street
Suite 2100
Denver, CO 80264
Attn: Jack Tone

PHONE:
(303) 390-5883

FAX:
(303) 832-9096

E-MAIL:
i70-e470@pbworld.com

We're on the Web!

See us at:
www.e-470.com

Ways To Comment

There are several ways to stay involved in this project and to provide your comments.

- Visit the E-470 website at www.e-470.com;
- Provide comments to the Project Team on hand at all future public meetings;
- Drop your comments in the comment boxes provided at future public meetings; or
- Fill out the comment sheet provided below and mail to the address listed to the left.

Please print the following information:

Name (Nombre) _____

Address (Dirección) _____

City (Ciudad) _____ State (Estado) _____ Zip Code (Código Postal) _____

Phone (Teléfono) _____ E-mail _____

Please add me to the mailing list to receive future notices and newsletters. Yes No

Agregúeme por favor a la lista que envía para recibir los avisos y los boletines de noticias futuros. Sí No

¿Usted necesita este boletín de noticias entero traducido en español? Si No

Comment (Comentario) _____



Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

**I-70 E-470
INTERCHANGE COMPLEX**

PRSR STD
U.S. POSTAGE
PAID
DENVER, CO
PERMIT NO. 2883

Your comments
are welcome!

Mail your
comments to:

Parsons Brinckerhoff

1660 Lincoln Street
Suite 2100
Denver, CO 80264
Attn: Jack Tone

PHONE:
(303) 390-5883

FAX:
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- Drop your comments in the comment boxes provided at future public meetings; or
- Fill out the comment sheet provided below and mail to the address listed to the left.

Please print the following information:

Name (Nombre) Brad Thomas
 Address (Dirección) 140 S. Flat Rock St
 City (Ciudad) Aurora State (Estado) CO Zip Code (Código Postal) 80018
 Phone (Teléfono) 3033671433 E-mail _____

Please add me to the mailing list to receive future notices and newsletters. Yes No

Agregúeme por favor a la lista que envía para recibir los avisos y los boletines de noticias futuros. Si No

¿Usted necesita este boletín de noticias entero traducido en español? Si No

Comment (Comentario) We live in Thunderbird Estates
& were told we would have free access
to I-70 when E470 was put in - to keep
that in effect with new interchange -
Why not exempt us from toll at
6th Avenue entrance to E470 -



1 11 631 2

*****E*****R-003
 BRADFORD M & SUSAN K THOMAS
 140 S FLAT ROCK ST
 AURORA CO 80018-1559

Parsons Brinckerhoff
 Attn: Jack Tone
 1660 Lincoln Street, Suite 2100
 Denver, CO 80264



PRSR1 STD
 U.S. POSTAGE
 PAID
 DENVER, CO
 PERMIT NO. 2883

Your comments
are welcome!
Mail your
comments to:

Parsons Brinckerhoff

1660 Lincoln Street
Suite 2100
Denver, CO 80264
Attn: Jack Tone

PHONE:
(303) 390-5883

FAX:
(303) 832-9096

E-MAIL:
70-e470@pbworld.com

We're on the Web!
See us at
www.e-470.com

Ways To Comment

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- Provide comments to the Project Team on hand at all future public meetings;
- Drop your comments in the comment boxes provided at future public meetings; or
- Fill out the comment sheet provided below and mail to the address listed to the left.

Please print the following information:

Name (Nombre) Sherilyn Coakes

Address (Dirección) 26465 N Paso Tr

City (Ciudad) Scottsdale State (Estado) AZ Zip Code (Código Postal) 85255

Phone (Teléfono) 480-585-7391 E-mail _____

Please add me to the mailing list to receive future notices and newsletters. Yes No

Agregúeme por favor a la lista que envía para recibir los avisos y los boletines de noticias futuros. Si No

¿Usted necesita este boletín de noticias entero traducido en español? Si No

Comment (Comentario) _____

As a landowner at Colfax & Peadilly Rd I am quite interested on how this project will affect my land!



1 34 4562 14

*****AUTOMIXED RADC 800
SHERILYN I COAKES LIVING
26465 N PASO TRL
SCOTTSDALE AZ 85255-1476

I-70 E-470 INTERCHANGE COMPLEX
Parsons Brinckerhoff
Attn: Jack Tone
1660 Lincoln Street, Suite 2100
Denver, CO 80264

PRSRV STD
U.S. POSTAGE
PAID
DENVER, CO
PERMIT NO. 2983

ATT: PARSONS
BRINCKERHOFF

Ways To Comment

There are several ways to stay involved in this project and to provide your comments.

- Visit the E-470 website at www.e-470.com;
- Provide comments to the Project Team on hand at all future public meetings;
- Drop your comments in the comment boxes provided at future public meetings; or
- Fill out the comment sheet provided below and mail to the address listed to the left.

Please print the following information:

Name (Nombre) RICHARD L. SCHMIDT
Address (Dirección) 13788 W. KENTUCKY DR.
City (Ciudad) LAKEWOOD State (Estado) CO Zip Code (Código Postal) 80228
Phone (Teléfono) 303-985-0721 E-mail CRSR65@MSN.COM

Please add me to the mailing list to receive future notices and newsletters. Yes No

Agrégueme por favor a la lista que envía para recibir los avisos y los boletines de noticias futuros. Si No

¿Usted necesita este boletín de noticias entero traducido en español? Si No

Comment (Comentario)

26TH AVE NEEDS ACCESS TO E470 AND/OR
BETTER ACCESS TO I-70. COMPLETION
OF AN I70 & AIRPARK ROAD
INTERCHANGE WOULD ALLOW A
SHORT CUT, ACCESS TO DIA.
(DIRECT)

Your comments
are welcome!
Mail your
comments to:

Parsons Brinckerhoff

1660 Lincoln Street
Suite 2100
Denver, CO 80264
Attn: Jack Tone

PHONE:
(303) 390-5883

FAX:
(303) 832-9096

E-MAIL:
i70-e470@pbworld.com

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- Provide comments to the Project Team on hand at all future public meetings;
- Drop your comments in the comment boxes provided at future public meetings; or
- Fill out the comment sheet provided below and mail to the address listed to the left.

Please print the following information:

Name (Nombre) JAMES MOFFETT
Address (Dirección) 20253 E BUCHANAN DR
City (Ciudad) AURORA State (Estado) CO Zip Code (Código Postal) 80011
Phone (Teléfono) 303 343 4858 E-mail JMOFFETT68@HOTMAIL.COM

Please add me to the mailing list to receive future notices and newsletters. Yes No

Agregúeme por favor a la lista que envía para recibir los avisos y los boletines de noticias futuros. Si No

¿Usted necesita este boletín de noticias entero traducido en español? Si No

Comment (Comentario) THE "Tower TRIANGLE" AREA NEEDS
FREEWAY ACCESS WESTBOUND onto I-70. Tower ROAD
INTERCHANGE IS POORLY REGULATED BY LIGHTS.
NEED PICADILLY INTERCHANGE TO AVOID TRAMS
AND WHAT HAS BECOME A TRAFFIC NIGHTMARE
DUE TO SOCCER FIELDS AT COLFAX/DUNKIRK.

you keep me informed as to when the new aerial photos
are completed.

Ways To Comment

- There are several ways to stay involved in this project and to provide your comments.
- Visit the E-470 website at www.e-470.com;
 - Provide comments to the Project Team on hand at all future public meetings;
 - Drop your comments in the comment boxes provided at future public meetings; or
 - Fill out the comment sheet provided below and mail to the address listed to the left.

Please print the following information:

Name (Nombre) MELVIN T. KATHRYN BLACK

Address (Dirección) 202 VESPER E R,

City (Ciudad) MAULDIN State (Estado) SC Zip Code (Codigo Postal) 29662-2522

Phone (Teléfono) 864-288-1914 E-mail _____

Please add me to the mailing list to receive future notices and newsletters. Yes No

Agregúeme por favor a la lista que envía para recibir los avisos y los boletines de noticias futuros. Si No

¿Usted necesita este boletín de noticias entero traducido en español? Si No

Comment (Comentario) _____

Regnier, Nanci

From: i70-e470
Sent: Thursday, July 22, 2004 2:59 PM
To: i70-e470
Cc: Regnier, Nanci; Kim, Tienna
Subject: I-70/E-470 Interchange Complex - Comment Submission

The following information was submitted to the I-70/E-470 Interchange Complex Comment Form:

Name: Tyson Chave
Address: 165 S. Union Blvd, Suite 852
City: Lakewood
State: CO
Zip: 80228
Phone: 303 716-7500
E-mail: tyson_chave@catellus.com
Mailing list: Yes
Comments:

Please keep me on the mailing list for all future correspondence regarding the I-70 / E-470 Interchange. Thank you.

Regnier, Nanci

From: Dennis Lyon [DLYON@ci.aurora.co.us]
Sent: Wednesday, July 21, 2004 5:03 PM
To: i70-e470
Subject: Comments on I70/E470 interchange

Sorry I missed the meeting. As a resident of Murphy Creek and a frequent user of E-470 I fully support improving this interchange. I do feel it is important that the option to take Gun Club road south of this interchange remains available. The only users are local to that area. The road also preceded the toll way. Those of us who use Gun Club are also some of your best customers because E-470 is on our door step.
Thanks.

Dennis Lyon
1619 S. Grand Baker St.
Aurora, CO 80018
303-386-4939

*update to website
Done
8/4/04
SA*

Regnier, Nanci

From: i70-e470
Sent: Monday, July 19, 2004 6:56 PM
To: i70-e470
Cc: Regnier, Nanci; Kim, Tienna
Subject: I-70/E-470 Interchange Complex - Comment Submission

The following information was submitted to the I-70/E-470 Interchange Complex Comment Form:

Name: William & Sylvia Sweeney
Address: 1398 So. Addison Court
City: Aurora
State: CO
Zip: 80018
Phone: 303-344-3385
E-mail: sswe1031@aol.com
Mailing list: Yes
Comments:

If you eliminate access to I-70 from Gun Club Road, this would mean that the residents of Murphy Creek would have to use E-470 to I-70. This is extremely dangerous because you must take Jewell and cross over Gun Club. There must be a light installed at Jewell immediately to eliminate this dangerous crossing as there have been several horrible accidents at this intersection already and one know fatality. Also by eliminating Gun Club road access to I-70 you are forcing the Murphy Creek residents to use E-470 toll. We already pay enough taxes without you subjecting us to toll roads.

Regnier, Nanci

From: Mary Humphrey [marykh@netecin.net]
Sent: Tuesday, July 13, 2004 9:55 PM
To: i70-e470
Subject: I-70/E-470 Meeting July 14, 2004

I'm unable to access your website to complete the form.

While you are studying the flyovers, please consider the current access as folks are proceeding east on I-70 and the I-70 bypass (Colfax). Presently, as folks are heading east on I-70, speed limit is either 70 or 75 mph as they round the curve over the I-70 bypass, consideration is NOT given to those heading east from Colfax to merge onto I-70. The folks are concentrating on exiting onto E-470 to the south and are not yielding to the merging traffic.

I don't know if the current plan will correct the situation. I'm surprised there haven't been accidents in this area due to the merging problem.

Mary Humphrey
56295 E. 28th Ct
Strasburg CO 80136

*updated to website
8-5-04 SA*

Regnier, Nanci

From: i70-e470
Sent: Monday, July 12, 2004 5:47 PM
To: i70-e470
Cc: Regnier, Nanci; Kim, Tienna
Subject: I-70/E-470 Interchange Complex - Comment Submission

The following information was submitted to the I-70/E-470 Interchange Complex Comment Form:

Name: Roger A. Swinney
Address: 97. S. Coolidge St.
City: Aurora
State: CO
Zip: 80018
Phone: 303-365-2007
E-mail: roger1dsr@msn.com
Mailing list: No
Comments:

Several hundred current residents and several hundred more in new developments are planned. Residents currently use I70 as the primary East/West commuting route. If Access is eliminated it will push a lot of traffic south onto Jewel (& Illiff) and greatly slow the commute. This is already a very dangrous Road at that location because of the trash haulers that travel that portion of gun club. It would also route a large amount of traffic through a residential subdivision with a 30 mph speed limit. I would object to the elimination of access to I-70 untill and unless access to Picadilly direct via 6th Parkway is available and Picadilly is Improved to handle the traffic and has on & off Ramps available at I-70

Regnier, Nanci

From: i70-e470
Sent: Monday, July 12, 2004 6:29 PM
To: i70-e470
Cc: Regnier, Nanci; Kim, Tienna
Subject: I-70/E-470 Interchange Complex - Comment Submission

The following information was submitted to the I-70/E-470 Interchange Complex Comment Form:

Name: Brad Thomas
Address: 140 S Flat Rock St
City: Aurora
State: CO
Zip: 80018
Phone: 303-367-1433
E-mail: thomasb@kpgraphics.com
Mailing list: No
Comments:

I seem to remember the community asking "why" with regards the e470 and I 70 intersections prior to it even opening. I know it comes down to finical and political not the risk of lives. I am very disappointed to see who the members of the e470 board are. It's obvious the interests that are represented by the board. I fail to see how the community is represented. The use of "public informed" is very truthful, informed but not involved. I do remember the "guarantee" of free access for those that were directly affected by the e470 construction at e470 and I70 at Gun Club Road.

I could go on, but see little reason without legal representation.

I will make a simple suggestion for the safety and frustration of all e470 users and local traffic south of I 70. Eliminate the toll/charges North 6th Ave entrance to e470 and the South exit from e470.

Regnier, Nanci

From: i70-e470
Sent: Friday, July 09, 2004 2:56 PM
To: i70-e470
Cc: Regnier, Nanci; Kim, Tienna
Subject: I-70/E-470 Interchange Complex - Comment Submission

The following information was submitted to the I-70/E-470 Interchange Complex Comment Form:

Name: Norm Stuard
Address:
City:
State: CO
Zip:
Phone:
E-mail: NormStuard@aol.com
Mailing list: No
Comments:

As a developer in the immediate area - and representing the development of approximately 3,000 homes - I support your efforts to improve our transportation network through the construction of the E-470 interchange and its associated improvements.

Regnier, Nanci

From: i70-e470
Sent: Tuesday, July 06, 2004 8:32 PM
To: i70-e470
Cc: Regnier, Nanci; Kim, Tienna
Subject: I-70/E-470 Interchange Complex - Comment Submission

The following information was submitted to the I-70/E-470 Interchange Complex Comment Form:

Name: Cecil L Kelly Jr
Address: 26900 E Colfax Ave Lot 334
City: Aurora
State: CO
Zip: 80018
Phone: 303-341-7516
E-mail: Kellycorpco@aol.com
Mailing list: Yes
Comments:
Would like to know about the impacted Property owners and what direct impact means to the owners

Regnier, Nanci

From: RANDELL NELSON [rnknelson@msn.com]

Sent: Monday, June 28, 2004 7:55 AM

To: i70-e470

Subject: E-470 comment

Hello,

My opinion on E-470 is not a good one. In fact I will never use E-470. It is not set up right. Travelers who are used to paying a toll on a thruway will pick up their ticket when entering and stop and pay only once when they exit. Whoever set up all the toll booths every 3 miles or so is IDIOTIC.

Sincerely

Kathleen Nelson



**E-470 Contract No. 01EZ04
E-470 Task Order #3
E-470 / I-70 Interchange
Environmental Assessment and Preliminary Engineering
Meeting with Thunderbird Estates HOA**

Date: June 10, 2003

Time: 7:30 PM

Location: 71 Algonquian Street, Aurora, CO

This is to record the discussions at a meeting held on June 10, 2003 at the home of Richard and Bonnie Rader, as part of the regular monthly meeting of the Thunderbird Estates Home Owners Association. The meeting was held as a follow up to the Public Open House held on May 20, 2003 to provide the group with an additional opportunity to learn about the current environmental assessment and preliminary engineering study being performed for E-470 Public Highway Authority (E-470 PHA) of the I-70/ Gun Club Road interchange area in Aurora. Ken Frantz of the E-470 PHA, Wes Goff of CDOT Region 1, and Jack Tone of Parsons Brinckerhoff attended the meeting.

Eight members of the public attended including;

- Richard and Bonnie Rader
- Mo Brunecz
- Louis Van Helden
- Terry and Mark Robinson
- Rich Ahrenkiel
- Frances Penk (New World)

Handouts of the exhibits showing the project area and environmental survey results and the Purpose and Need statement were distributed, as well as 8 ½ X 11 copies of the two latest concept plans. Jack Tone explained the project concept using large scale drawings, including one showing the potential "first stage" of construction consisting of the bypass roadway for the E-470 main lanes and ramp connections from E-470 to the existing I-70 / Gun Club interchange.

There was overwhelming support from the group for the first stage of the interchange project to construct the "fly-by" roadway for E-470 through traffic to bypass the four traffic signals. All thought this would greatly improve safety and would improve the safety of turning traffic at the I-70 interchange. Some noted that keeping the through traffic moving would also reduce the noise from trucks slowing and accelerating from the stoplights. In answer to questions, Jack Tone noted that about half of the peak period traffic was through traffic, and that the bypass roadway would thus reduce traffic through the signalized intersections by some 50 percent.

The subject of noise is of great concern to the residents. They note that the sound from E-470 south of Sixth Parkway is very obtrusive, particularly from traffic passing over the Coal Creek bridge. Bonnie Rader distributed copies of a statement from the Thunderbird Estates Homeowners Association dated June 2003, commenting on the Environmental Assessment (copy attached) as well as a letter from Fred Mold of the Gun Club Estates HOA (copy attached).

The two concepts for the ultimate improvements for the E-470 / I-70 interchange were discussed. The group felt that the loop alternative was preferable since it would have one fewer level and thus lower noise and visual impacts. The group also favored the retention of connecting ramps between E-470 and Colfax west of Picadilly to keep more traffic on E-470 and out of the Gun Club interchange.

The group asked if the May 20 meeting had turned up any new facts about the project area. Jack Tone noted that the information about the historic underground stage stop was new, although its location is well outside the limits of probable construction. Also the presence of a raptor nest near the eastbound Colfax off ramp and the presence of large numbers of toads in the area had been brought out. Many of the residents at this meeting confirmed that the toads were quite widespread, particularly along Coal Creek.

In answer to questions, Jack noted that the final Environmental Assessment is scheduled to be completed in late 2003 and a public hearing is planned for early 2004.

The meeting adjourned at 9:00 PM.

Prepared and submitted by:

Jack Tone

John C. Tone, P.E.
Project Manager

GUN CLUB ESTATES HOA

June 10, 2003

Gun Club Estates Homeowners Association has reviewed Thunderbird Estates comment concerning E-470/I70 interchange and we are in agreement with this document. We have been treated poorly with regards to the E-470 Tollway and wish to join with Thunderbird Estates HOA to right the wrongs put upon us. We request CDOT to help us with our concerns and protect our citizens now and in the future.

I have another engagement to attend and could not make this meeting. Please direct any comments to:

Fred Mould
980 S. Gun Club Road
Aurora, CO 80018
303-360-9010

Thank You,
Fred Mould

Tone

THUNDERBIRD ESTATES HOMEOWNERS ASSOCIATION

**COMMENT REGARDING
E-470 AUTHORITY ENVIRONMENTAL ASSESSMENT
AND STUDY EVALUATING POSSIBLE ALTERNATIVES
FOR
THE I-70/E-470 INTERCHANGE**

JUNE, 2003

6 Ave to Coal Creek

Thunderbird Estates is located 1 1/2 miles south of the E-470/I-70 interchange and 1720 feet east of the centerline of the Toll Road. The residents living in Thunderbird Estates have been directly impacted by the construction of and the public use of the E-470 Toll Road. The Board welcomes the opportunity to participate in the E-470/I-70 Gun Club Road Interchange improvements process.

BACKGROUND

The original alignment of the E-470 Toll Road was proposed 2 1/2 miles to the east of its current location. When traffic projections indicated that that location would not guarantee that the Toll Road could be bonded, the road was relocated to its current location.

When the new alignment of the Toll Road was presented to the impacted residents, they voiced their concerns regarding the expected negative impacts of the new alignment. Arapahoe County, City of Aurora and E-470 Authority representatives promised the residents that once the Toll Road was fully operational, mitigation procedures would be implemented. The promises made to Thunderbird Estates and Gun Club Estates were:

1. Gun Club Road between Mississippi and I-70 would become a Minor Arterial,
2. All high speed traffic on Gun Club would be curtailed and the speed limit would be lowered to 35 mph,
3. The Truck Route designation would be removed and a restricted weight limit posted (as is Piccadilly Road), and
4. Gun Club Road would no longer be designated a Construction Route.

Since the opening of the E-470 Toll Road, not one of these promises has been honored.

The E-470 Authority, City of Aurora and Arapahoe County wielded enormous political and economic clout, making it possible for the Authority to circumvent air and noise pollution regulations that would have given the impacted public the opportunity to participate in and assure the protection of their living environment.

In the 10th U.S. Circuit Court of Appeals decision on the Legacy Highway project, the Court ruled that the EIS did not fully evaluate the impact of pending transit options or the need for the roadway and did not adequately consider routes less harmful and that the permitting process was inadequate and "arbitrary and capricious." It is our opinion that, as in the Legacy Highway Project, when the Authority circumvented a complete environmental review process for the E-470 Toll Road, and did not adequately address standards required under the NEPA, the impacted citizens were left with no options available to them with which to protect their living environment from the negative impacts of the Toll Road.

The existing E-470/I-70 intersection is very dangerous. Thunderbird Estates is fully supportive of the By-Pass, with a few mitigation efforts, which will eliminate this danger to the public. However, the HOA does not support the future freeway-to-freeway linkages between E-470 and I-70, as well as the interchange movements between Gun Club Road/Colfax and I-70.

We look forward to participating in the process with the E-470 Authority, CDOT and the FHWA.

REGULATORY AUTHORITY FOR E-470/I-70 GUN CLUB ROAD INTERCHANGE

The 1601 process requires feasibility studies for new interchange proposals on state highways and interstates. These studies must determine the traffic impacts of the proposed interchange on the regional highway system and ***the impacts on local street network*** and must also demonstrate *satisfactory operation of the proposed interchange*.

The Federal Highway Administration (FHWA) access approval is a two-step process for all new partial interchanges, new interchanges in the transportation management area (TMA) as defined in 23 USC 134(i), and new or major modification to Freeway to Freeway interchanges and go to FHWA. The FHWA approval constitutes a federal action, and, as such, requires that National Environmental Policy Act (NEPA) procedures are followed. Compliance with the NEPA procedures need not precede the determination of engineering "acceptability." However, final "approval" of access cannot precede the completion of NEPA. Once NEPA has been completed, "approval" of access is granted as long as no changes resulted to the "accepted" concept.

Thunderbird Estate Goals

E-470 to mitigate the current and future noise generated by E-470 by constructing an earthen berm on the east side of E-470 to Coal Creek.

The stop and go traffic caused by the traffic lights at the E-470/I-70 interchange are currently a major contributor to noise in the Thunderbird Estates neighborhood. Removing the stoplights will eliminate the "noise peaks" problem. However, the proposed new E-470 Fly-By will allow the high-speed traffic to move over I-70 without slowing. The high-speed traffic noise will continue to negatively impact the area.¹ From a distance of 16 yards, a car traveling at 56 miles per hour makes ten times as much noise as it would traveling at 31 miles per hour.² The Toll Road between original 6th Avenue and Exposition was constructed above natural ground level and subsequently projects the noise from high-speed traffic into the surrounding area. There are no sound barriers such as sound walls, berms, trees or bushes to act as a buffer between the Toll Road and area homes. The noise projects directly from the Toll Road and east up between hills and through the Coal Creek Valley. This enhanced noise combined with the increased traffic on Gun Club Road has had an extremely detrimental overall impact on the community.

E-470 Authority to mitigate the impacts on Gun Club Road by causing the truck route to be removed and the speed limit to be lowered to 35 mph.

Gun Club Road between I-70 and Mississippi has become a dangerous, high-speed route for drivers who want to travel at high speeds without paying the E-470 toll. These drivers do not live, work or know anyone in the area. As a result, area residents no longer feel safe to ride their horses or bicycles from one development to another. The traditional, human-scale character and social fabric of the community has suffered as a result. High-speed traffic affects not just safety itself, but the perception of safety of pedestrians, equestrians, and bicyclists. The Federal Highway Administration has set a goal of doubling the use of walking and bicycling as a form of transportation.

¹ Faster traffic produces more noise (23 C.F.R. 772, tbl.1 (1996), 23 C.F.R. 772 app. A (1996). See also Kugler, supra note 59 See also Tim M. Pharaoh & John R.E. Russell, Traffic Calming Policy and Performance

² Fundamentals of Traffic Engineering 31-35 (Wolfgang S. Homburger ed., 1992)

Thunderbird Estates Requests CDOT to Assist E-470 Authority through the 1601 Process to mitigate traffic impacts on Gun Club Road due to E-470 Toll Road:

Federal deregulation of street and road design has been accompanied by a growing awareness that, although engineers in practice tend to treat the AASHTO as if it is established rigid mandatory standards, it in fact sets out guidelines, not standards, and its guidelines have flexibility.³ Recent changes in transportation law reject the assumption that traffic flow is more important than its surroundings. They repudiate the view that everything except motor vehicle traffic is merely part of the "surroundings". Transportation agencies now have a clear duty under NEPA to consider and present to the public alternatives which involve lower design speeds or lower levels of service or both; and courts have a corresponding duty to insist that this review of alternatives is detailed and meaningful. Citizens who are dealing with a traffic problem in their neighborhood are encouraged when their government listens and works with them to find a solution.

³ (AASHTO, *supra* note 14, at xliii stating that guidelines are intended to be only a "reference manual for assistance" which allows for "sufficient flexibility..to encourage independent designs tailored to a particular situation) *supra* note 14 at xlv, specifying that highway or street should be "designed to complement its environment"; *supra* note 14 at 112-13 "providing that environmental (including community) impacts can and should be mitigated by thoughtful design processes")

May 28, 2003

Maria Tweed
6957 S. Riviera Street
Aurora, Colorado 80016

Dear Maria,

Thank you for writing us. We get a lot of similar complaints and I attached an e-mail example of one with our reply. The fact is E-470 attempted to shortcut the governmental process, which would have made it possible for a grade separation over I-70 to be built by now. Our main concern was, and still is, the safety problem created by traffic signals operating on a high-speed highway. We are currently working with State and Federal authorities to build the first stage of the ultimate interchange as soon as possible. Last week on May 20th we held a public meeting concerning the design and construction of the interchange. If you desire we can send you an information packet concerning the interchange development process.

Sincerely,


Ken Mauro
Design Manager



E-470
c/o PHA
22470 E. 6th Pkwy #100
Aurora, CO 80018

May 23, 2003

Dear PHA,

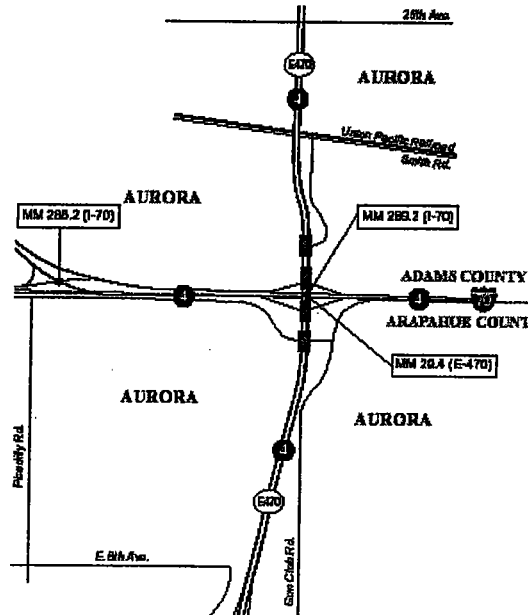
We have 2 accounts with E-470 (toll transponders) since your inception and use almost everyday M-F. We have called in numerous times to voice our concerns over the intersection of E-470 and I-70, and are always reassured that they are reviewing it. Again today I saw another multiple car accident at one of the intersection lights. It is now more utilized than ever with passenger and large/small commercial vehicles. When we get caught at one of the lights heading north on E-470 in the lane waiting to turn onto west bound I-70 we fear for our life in hopes that everyone can stop in time with the backup of traffic that gets stopped between the lights and the fact that it is a highway with posted speed limits that vary between 75mph and 45mph. Now that E-470 is over 3 years old at this specific intersection, I feel you have created and ignored a very unsafe intersection long enough and are requesting something be done immediately.

Sincerely,
Maria Tweed
Toll Customer

cc: City of Aurora

Public Meeting Announcement

*We want to hear
from you!*



Members of the public are cordially invited to an "open house" format public meeting for an E-470 Authority Environmental Assessment and study evaluating possible alternatives for the I-70/E-470 interchange in the City of Aurora. Also being coordinated with this study are the possible changes to the I-70/Colfax interchange. This public open house will be held on Tuesday, May 20, 2003 from 4:00 pm to 8:00 pm at the E-470 Administrative Offices at 22470 East 6th Parkway, Aurora, Colorado. The meeting will be held in the Board Room.

Public feedback forms will be available at the meeting to express your opinions in writing to the E-470 Authority staff. If you cannot attend the meeting on May 20, 2003, you are welcome to mail your comments to Mr. Jack Tone, Project Manager, Parsons Brinckerhoff, 1660 Lincoln Street, Suite 2100, Denver, CO 80264 or fax your comments to Mr. Tone at (303) 832-9096. You can also email your comments to tone@pbworld.com



**E-470 Contract No. 01EZ04
E-470 Task Order #3
E-470 / I-70 Interchange
Environmental Assessment and Preliminary Engineering
Public Open House Meeting**

Date: May 20, 2003

Time: 4:00 PM to 8:00PM

Location: E-470 Headquarters, 22470 East 6th Parkway, Aurora, CO

This is to record the public participation at the open house meeting held on May 20, 2003. The meeting was held to provide the public with an opportunity to learn about the current environmental assessment and preliminary engineering study being performed for E-470 Public Highway Authority (E-470 PHA) of the I-70/ Gun Club Road interchange area in Aurora. Staff of E-470 PHA, CDOT, FHWA and the City of Aurora attended the meeting. Staff from consultants Parsons Brinckerhoff, Felsburg Holt & Ullevig, and Carter-Burgess also attended.

E-470 PHA Matt McDole, Ken Frantz, Ken Mauro, Curt Eckhardt (Consultant)

FHWA Ron Sperial, Monica Pavlik

CDOT Wes Goff, Bill Scheuerman

Aurora Mac Callison

PBQD Jim Daves, Jack Tone

FHU Steve Holt, Steve Zgorzynski

C-B Gina McAfee, Troy Halouska

PBS&J Patty Lorence

Some 25 members of the public attended (see attached attendance sheets). Eight people completed comment sheets (copies attached). Copies of the statement of Purpose and Need were available (See attached).

Display boards of the project area and environmental survey results, as well as boards illustrating the many concept plans of alternates were arrayed around the meeting room. Agency and consultant staff members were available and spoke with the public to answer questions and to explain the display material. The following comments were received from the public by staff:

- Bonnie Rader—many of us spoke at length with her. Her main issues are noise, and development. She wants to have the study compare area noise pre-E-470 with the current and future conditions. The noise from E-470 comes across the Coal Creek valley to Thunderbird Estates. Added local traffic on Gun Club and excessive speeds (up to 100mph) are also a concern. Bonnie also noted that truck noise in the late night / early morning hours was very obtrusive.
- Steve Holt noted that some persons thought the loop alternate would reduce noise and visual impacts.
- Someone asked what is in the "hazardous material" sites.
- Steve Holt said he received comments expressing concern that the future interchange should preserve the current movements including access between E-470 and Colfax west.
- Tyson Chave of Catellus said that the access road to Gun Club needed to be wider, at least four lanes plus left and right turn lanes.
- Tom Morrill of HMB Partners, owners of the southwest quadrant, was interested in how future site access would work. He was given a detailed explanation of the various access routes. He expressed flexibility in site design that could shift the south frontage road (relocated Colfax) to pass through the future development to permit buildings to front on both sides of the road.

-
- An area contractor expressed the need for early construction. Says he instructs all his suppliers to use E-470 to insure on-time delivery of materials.
 - One person asked how the project would be financed, and was pleased to learn that toll revenue bonds were contemplated.
 - Gary Dahl of Thunderbird Estates expressed concern about potential impacts of Harvest Mile Road in their backyards. Would like to make presentation to E-470 Board on traffic and safety ideas, including 6th Parkway, Picadilly and Harvest.
 - Get rid of the traffic signals!
 - Take tolls off the 6th Parkway ramps for better Gun Club access.
 - Not clear from displays if improvements at Picadilly and Harvest are being considered.
 - Need to build the improvements ASAP.
 - There was an underground stage stop west of E-470 in the vicinity of 6th Avenue.
 - Flooding occurs adjacent to the New World development west of Picadilly. Picadilly itself has been overtopped in past floods.
 - There is a population of toads that live underground south of I-70, west of E-470.
 - There is a raptor nest south of Colfax and east of the old motel on Colfax.

The meeting adjourned at 8:00 PM.

Prepared and submitted by:

Jack Tone

John C. Tone, P.E.

Project Manager

Cc: Attendees

Attachments:

1. Sign-in sheets (3)
2. Comment sheets (8)
3. Purpose and need handout
4. Displays (8 ½ X 11 copies)



**Public Meeting
May 20, 2003**

COMMENT SHEET

I have the following comments, questions or concerns about the E-470/I-70 Interchange Project:

GET RID OF EXISTING BOTTLE NECK CAUSED BY SIGNALS. ALLOW FOR FUTURE TRAFFIC NOW FROM PROLOGIS - CATTELLUS - LAUTH PROJECTS.

Name: JIM FABIANUS	
Address: 19160 SMITH RD.	
Phone: 303 367-2092	e-mail: JAMES.FABIANUS@ABL.COM

Mail comments to address on other side or fax to 303-832-9096 or E-mail to tone@pbworld.com.



**Public Meeting
May 20, 2003**

COMMENT SHEET

I have the following comments, questions or concerns about the E-470/I-70 Interchange Project:

In my opinion the best plan is with the directional ramps - I approach the intersection from the south (Thunderbird Estates)

Name:	<i>Howard Glucien</i>	
Address:		
Phone:	<i>303 360 6803</i>	e-mail:

(above information is optional)

Mail comments to address on other side or fax to 303-832-9096 or E-mail to tone@pbworld.com.



**Public Meeting
May 20, 2003**

COMMENT SHEET

I have the following comments, questions or concerns about the E-470/I-70 Interchange Project:

I like the Interchange CD roads with Directional Ramps plus because it looks like it solves all the problems and concerns in the most direct manner, and that it doesn't seem to affect Picadilly rd. That is important to me because I drive up that road to get to work.

Name: Jonathan T. Brandt	
Address: 455 Picadilly rd	
Phone: 720 296-0222	e-mail: <input type="checkbox"/>

(above information is optional)

Mail comments to address on other side or fax to 303-832-9096 or E-mail to tone@pbworld.com.



Public Meeting
May 20, 2003

COMMENT SHEET

I have the following comments, questions or concerns about the E-470/I-70 Interchange Project:

Concern about the noise level of the 3 + 4 level ramps.

Need an access from Colfax to I-70 + Gun Club Rd.

Name:	MO Brunecz
Address:	23841 E Archer Pl # 80018
Phone:	e-mail: 90hdstc@MSN.com

(above information is optional)

Mail comments to address on other side or fax to 303-832-9096 or E-mail to tone@pbworld.com.



**Public Meeting
May 20, 2003**

COMMENT SHEET

I have the following comments, questions or concerns about the E-470/I-70 Interchange Project:

① I would like to know phasing of construction of the different interchange parts.

② It would also be nice to receive a copy of the traffic projections #s

Name:	Clay King
Address:	730 Yuma
Phone:	303.333.3834
e-mail:	king@central.com

(above information is optional)

Mail comments to address on other side or fax to 303-832-9096 or E-mail to tone@pbworld.com.



**Public Meeting
May 20, 2003**

COMMENT SHEET

I have the following comments, questions or concerns about the E-470/I-70 Interchange Project:

- 1. What are the projected costs of this interchange?
- 2. How will the ~~project~~ interchange be financed?

Name:	Chester Penk	
Address:	1062 Malaya Aurora, CO 80018	
Phone:	303-366-7876	e-mail: chetfran@aol.com

(above information is optional)

Mail comments to address on other side or fax to 303-832-9096 or E-mail to tone@pbworld.com.



Public Meeting
May 20, 2003

COMMENT SHEET

I have the following comments, questions or concerns about the E-470/I-70 Interchange Project:

~~remove~~ remove tolls at G Ave.

run E. 6th Parkway to Picadilly
have an interchange at Harvest

Save \$200 million

also future detours for repairs ect. on
E-470 & I-70

Name:	Gary Dahl
Address:	1000 S. Coolidge St Aurora, CO. 80018
Phone:	303-364-1212
e-mail:	Meat925@aol.com

(above information is optional)

Mail comments to address on other side or fax to 303-832-9096 or E-mail to tone@pbworld.com.



**Public Meeting
May 20, 2003**

COMMENT SHEET

I have the following comments, questions or concerns about the E-470/I-70 Interchange Project:

THE 5/20/2003 proposal for "CD with Loop" makes the most sense economically — "smart" use of adjoining land with optimal traffic flow.

THE initial "westside bypass" of the Gun Club overpass with north/south E-470 through-lanes will accommodate traffic growth for the near future, while the future addition of additional flyover ramps (beginning with northbound E-470 to westbound I-70) will help as the traffic corridor expands.

THE loop from eastbound I-70 to northbound E-470 is less expensive than a flyover, but traffic on that ramp should be lower because of Peña Blvd. access further west.

GREAT DESIGN!

Name:	LINDELL T. WHITNEY
Address:	15093 E. Chenango Place, Aurora CO 80015
Phone:	303-680-5518
e-mail:	Lwhitney@softwareent.com

(above information is optional)

Mail comments to address on other side or fax to 303-832-9096 or E-mail to tone@pbworld.com.

Public Meeting
May 20, 2003, 4:00 p.m. to 7:00 p.m
E-470 Public Highway Authority Board Room

Name (please print) Tom Morrill
Mailing Address 88 Steele St. #300
City, State, Zip Denver Co 80206
Phone 3033700021

Name (please print) Kyle Goodwin
Mailing Address 1225 E Colfax
City, State, Zip Aurora Co, 80011
Phone 341-2786

Name (please print) GREG McCAFFREY
Mailing Address P O BOX 591
City, State, Zip COVINGTON Co. 80433
Phone 203.989.8072

Name (please print) Scott Strine
Mailing Address c/o ProLog's 14100 E. 35th Place
City, State, Zip Aurora, Colorado 80011
Phone 303-375-9292

Name (please print) Jeff Todd
Mailing Address c/o ProLog's 14100 E 35th Place Ste 100
City, State, Zip Aurora CO 80014
Phone 303-375-9292

Name (please print) Jim Johnson
Mailing Address 950 17th St. Suite 1600
City, State, Zip Denver Co 80202
Phone 303.575-7576

Name (please print) J. GORMAN
Mailing Address
City, State, Zip AURORA CO
Phone

Name (please print) Steve Hoce
Mailing Address 7951 E. IMPERIAL Ave
City, State, Zip Aurora CO 80011
Phone 303-721-1499

Name (please print) Dave Kistick
Mailing Address 2240 E 6th Parkway
City, State, Zip Aurora CO 80018
Phone 531.3702

Name (please print) Jim FAGANS
Mailing Address 19160 SMITH RD.
City, State, Zip AURORA CO
Phone 303 367-2092



2

SIGN-IN SHEET

Public Meeting
May 20, 2003, 4:00 p.m. to 7:00 p.m
E-470 Public Highway Authority Board Room

Name (please print) Howard Blasius	Mailing Address 74 So Algonquin St Aurora CO 80018	City, State, Zip Aurora CO 80018	Phone
Name (please print) Ray Allen	Mailing Address 73 Biloxi Ct Aurora CO 80018	City, State, Zip Aurora CO 80018	Phone 303-341-9988
Name (please print) Tom Bryant	Mailing Address 22470 E. 6th Parkway Suite 210 Aurora, CO 80018	City, State, Zip Aurora, CO 80018	Phone (303)739 9000
Name (please print) Chip King	Mailing Address 730 Munro Pkwy Denver Co 80220	City, State, Zip Denver Co 80220	Phone 303-3834
Name (please print) MAC CALLISON	Mailing Address 15151 E. ACAMEDA PKWY AURORA, CO	City, State, Zip AURORA, CO	Phone 80012
Name (please print) Bonnie Rader	Mailing Address 71 Algonquin St Aurora CO 80018	City, State, Zip Aurora CO 80018	Phone 303-364-2905
Name (please print) JIM & JENNIFER EPP	Mailing Address EPP	City, State, Zip	Phone
Name (please print) Chester & Frances Pent	Mailing Address 1062 Malaya Aurora CO 80018	City, State, Zip Aurora CO 80018	Phone 303 366 7876
Name (please print) Tyson Chev - Catallas	Mailing Address 165 S. Union Blvd Lakewood, CO 80228	City, State, Zip Lakewood, CO 80228	Phone 932-9735
Name (please print) MO BRUNECZ	Mailing Address 23841 E Archer Pkwy Aurora	City, State, Zip Aurora 80018	Phone 303 343 7479



3

SIGN-IN SHEET

Public Meeting
May 20, 2003, 4:00 p.m. to 7:00 p.m
E-470 Public Highway Authority Board Room

Name (please print) Dale e Mary Barnes
 Mailing Address 23954 E. Archer Pl.
 City, State, Zip Aurora, Co 80018 303 363 6887
 Phone

Name (please print) Gary Dahl
 Mailing Address 1000 S. Coolidge St.
 City, State, Zip Aurora, Co. 80018 303-364-1212
 Phone

Name (please print) Fred Seward
 Mailing Address 23800 E Alameda Av
 City, State, Zip Aurora, Co 303 344 3662
 Phone

Name (please print) LINDELL WHITNEY
 Mailing Address 15093 E. Chango Place
 City, State, Zip Aurora CO 80015 303-680-5518
 Phone

Name (please print) Jonathan V. Brandt
 Mailing Address 455 Picadilly M
 City, State, Zip Aurora, Co, 80018 210 260222
 Phone

Name (please print) Louis & Jill Van Helden
 Mailing Address 98 S. Grand Bay Cir
 City, State, Zip Aurora CO 80018
 Phone

Name (please print) Victor & Vedra Walker
 Mailing Address 175 S Grand Bay ST
 City, State, Zip Aur. Co 80018 303-367-#123
 Phone

Name (please print)
 Mailing Address
 City, State, Zip
 Phone

Name (please print)
 Mailing Address
 City, State, Zip
 Phone

Name (please print)
 Mailing Address
 City, State, Zip
 Phone

**E-470/I-70 GUN CLUB ROAD INTERCHANGE
PURPOSE OF AND NEED FOR PROPOSED ACTION**

Revised April 16, 2003

The proposed action is to construct fully grade-separated through lanes for E-470 and to ultimately construct new system-to-system (freeway to freeway) interchange ramps between the E-470 Tollway and I-70 in the metropolitan Denver-Aurora, Colorado area, while maintaining the service-to-system (arterial to freeway) interchange of I-70 and Gun Club Road near I-70 MP 289.2. See Figure 1 for the regional vicinity location and Figure 2 for the project area. The project area includes the I-70 Interchange at E470. Traffic studies will extend from the I-70/Tower Road Interchange on the West to the I-70/Air Park Road Interchange on the East, and along E-470 from the Sixth Parkway Interchange on the South to the 56th Avenue interchange on the North. The Federal Highway Administration (FHWA) is the lead Federal agency for the NEPA process. The Colorado Department of Transportation (CDOT) is the lead State agency.

The need for the project is three-fold:

1. Separate through high-speed traffic on E-470 from local slow-moving traffic to meet AASHTO freeway standards, and to bypass existing signalized intersections, which are counter to driver expectations.
2. Link the freeway-to-freeway system between I-70 and E-470 that preserves the integrity of adjacent interchanges, allows early phasing of safety modifications to provide full freeway standards on the E-470 mainline, and does not preclude future widening of I-70 and E-470 and future rail transit in the E-470 median.
3. Maintain and enhance local access between Gun Club/Colfax and both I-70 and E-470.

The E-470 Public Highway Authority (PHA) in January 2003 completed the last link in the toll facility from I-25 and C-470 at the southern terminus to I-25 and south of 160th Avenue at the northern terminus. E-470 provides a 47-mile tollway around the eastern portion of the Denver metropolitan area and provides major tollway access to Denver International Airport (DIA). E-470 serves the fast-growing Douglas, Arapahoe, and Adams Counties area, as well as major portions of the City of Aurora. I-70 is the only east-west interstate freeway in Colorado and is a strategic link in the nationwide highway network. The I-70 Freeway and the E-470 Tollway are major service components for the entire Denver metro area, and modifications to the freeway-to-freeway interchange ramp connections are needed to improve regional mobility, safety, and to serve forecasted traffic volumes.

Maintaining arterial access and access for the adjacent land uses to the freeway network is critical since the portion of the City of Aurora surrounding the existing I-70 interchange with E-470 and Gun Club Road includes substantial land areas under development. Immediately north of I-70, light industrial uses and distribution centers are under design, including links with the adjacent Union Pacific Railroad to provide intermodal freight access. The City of Aurora Comprehensive Plan and current zoning anticipate major regional retail, commercial and residential development on adjacent properties south of I-70.

One important need for the proposed action is appropriate safety improvements that separate the high-speed I-70 and E-470 freeway movements from the slower speed I-70 / Gun Club interchange and Gun Club / Colfax movements. Currently these movements share four closely spaced signalized intersections. It is highly desirable to design an interchange configuration that will satisfy both the freeway-to-freeway linkages and local access needs and will permit phased construction so that safety enhancements can be addressed early in the process.

System Linkages

The freeway-to-freeway linkages between E-470 and I-70, as well as the interchange movements between Gun Club Road/Colfax and I-70, and Gun Club/Colfax and E-470 are needed. The existing Gun Club Road/I-70 interchange consists of a short section of 45mph traffic on E-470 with four stoplights. The speed limit everywhere else on E-470 is 70mph with all controlled access points and no traffic lights. The growing safety issues and increasing traffic demands require a more standard system-to-system interchange, separation of E-470 mainline traffic, while still providing for local connectivity with Gun Club/Colfax to both E-470 and I-70. Separating E-470 through movements is necessary to provide proper driver expectancy for interchange movements between the system elements, and would be consistent with their respective speeds and road functions. The construction of the system-to-system interchange and service-to-system movements can be phased based on the timing of the need. The 2001 AASHTO Policy on Geometric Design notes, "fully directional interchanges are generally preferred where two high-volume freeways intersect". Separating through high-speed E-470 traffic from the local arterial interchange movements will address many of the safety issues.

Roadway Deficiencies

E-470 in the project area has four closely spaced signalized intersections and does not meet AASHTO standards for a freeway. A freeway must be fully grade separated. Because of the left turning movements and crossing traffic, low speed limits are required for through traffic. I-70 in the project area also has existing deficiencies, including substandard weaving distance, a non-standard two-lane left hand exit ramp from I-70 westbound to Colfax, and substandard ramp acceleration and deceleration lanes at the Gun Club/ E-470 interchange. These deficiencies on both E-470 and I-70 will contribute to increased safety risk as traffic volumes increase.

Capacity and Demand

I-70 and E-470 are four lane facilities that operate at good levels of service in the A and B ranges under current traffic conditions. These operating conditions are consistent with the current rural setting and driver expectancy for travel conditions along such urban fringe facilities. The portion of E-470 in the vicinity of I-70, however, with four at-grade, signalized intersections and reduced speed limits, does not meet freeway standards and does not provide a good level of service.

The I-70 Corridor Operation Analysis, conducted for the Colorado Department of Transportation in May 2002, has forecasted that Level of Service E capacity will be reached in approximately 12 to 15 years in the vicinity of the E-470 Tollway, and in a 15 to 20 year period at the eastern most fringes of the metropolitan area closer to Bennett, Colorado. The E-470 PHA policy is to provide a Level of Service C or higher to ensure maintaining the attractiveness of the tollway facility for safety, convenience, and savings in travel time.

In the vicinity of the I-70 interchange, E-470 currently experiences volumes in the range of 12,000 vehicles per day (vpd) north of I-70 to 21,000 vpd south of I-70. Based on prior forecasts, there may be less than 10 years before current desirable "capacity" limitations are exceeded. The April 2002 *E-470 Systems Operational Analysis* showed traffic forecasts for the year 2010 at Plaza B, south of the project area, of nearly 45,000 vpd. That report recommended widening E-470 between I-70 and Parker Road to six lanes by 2010 to continue to provide LOS C or better to E-470 customers. Both I-70 and the E-470 Tollway are integral parts of the Denver Regional Council of Governments Regional Transportation Plan and are included in the related travel forecasting demand model. The resultant 2025 traffic volumes forecasts along I-70 near E-470 are in the range of 50,000 to 65,000 vpd. E-470 traffic forecasts range from 42,000 to 70,000 vpd.

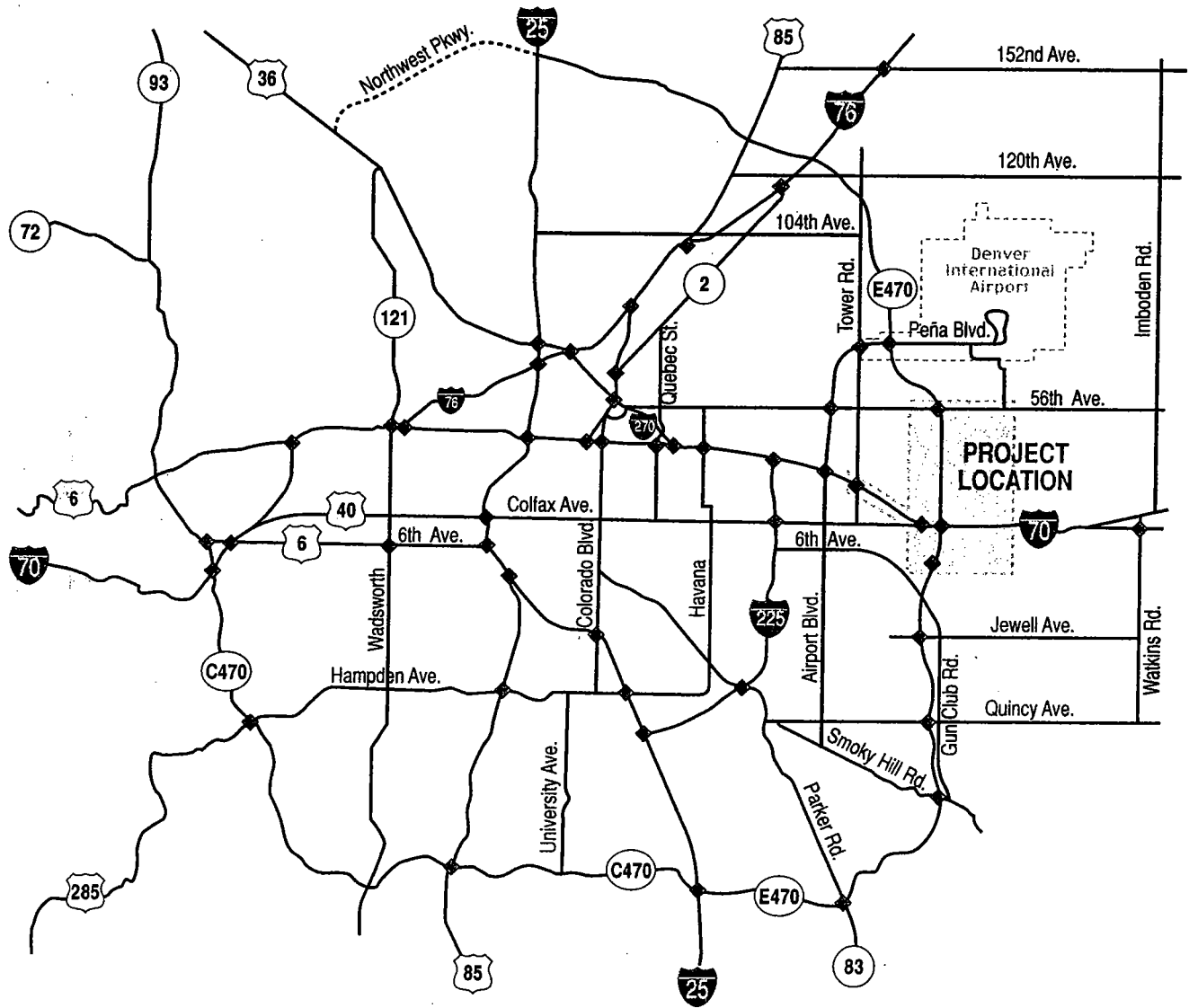


Figure 1

Regional Vicinity Map

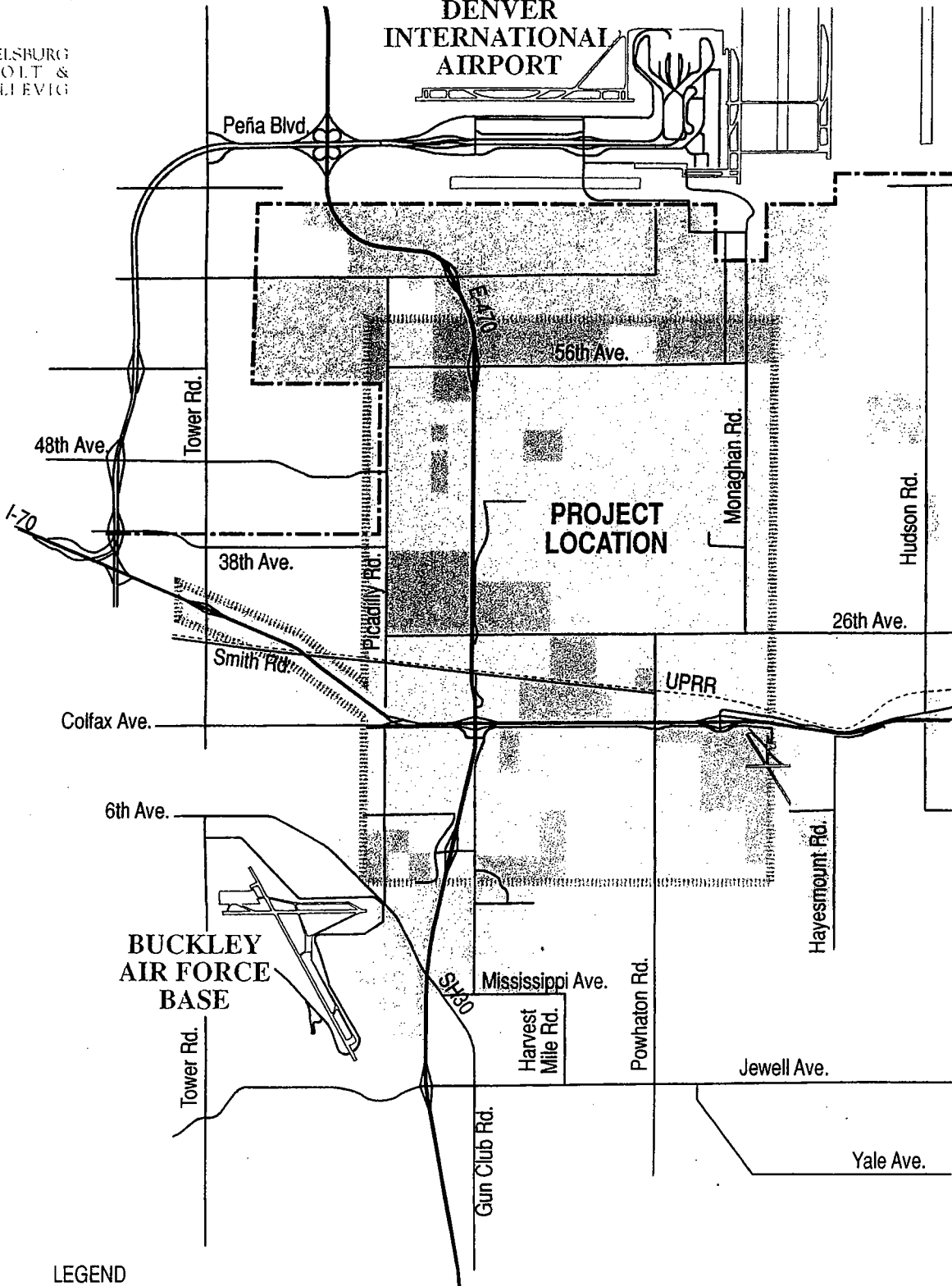


NOT TO SCALE



FELSBURG
HOLT &
ULLEVIG

DENVER INTERNATIONAL AIRPORT



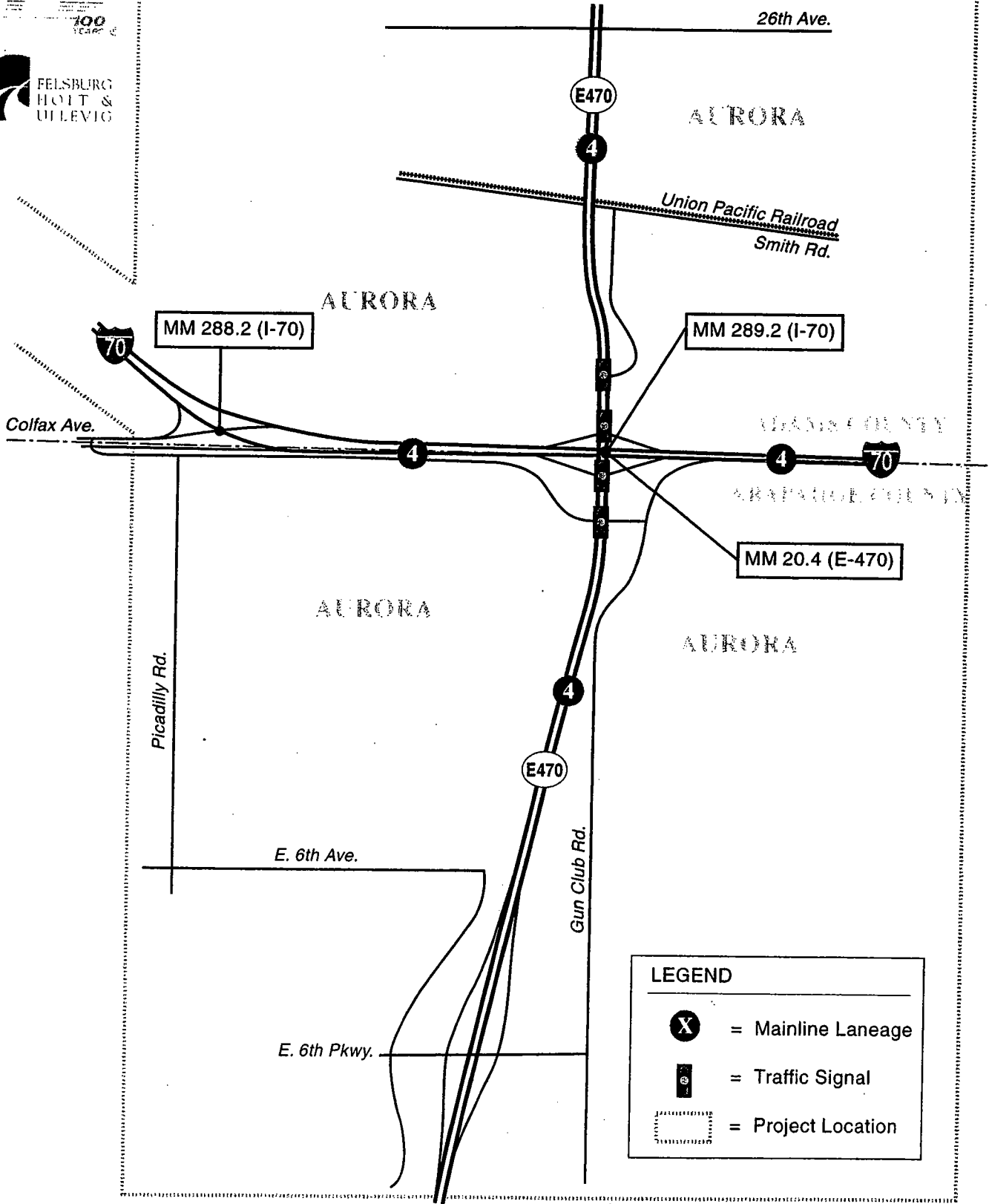
LEGEND

 = Unincorporated County Land



NOT TO SCALE

Figure 2
Project Location



NOT TO SCALE

Figure 3
Project Location

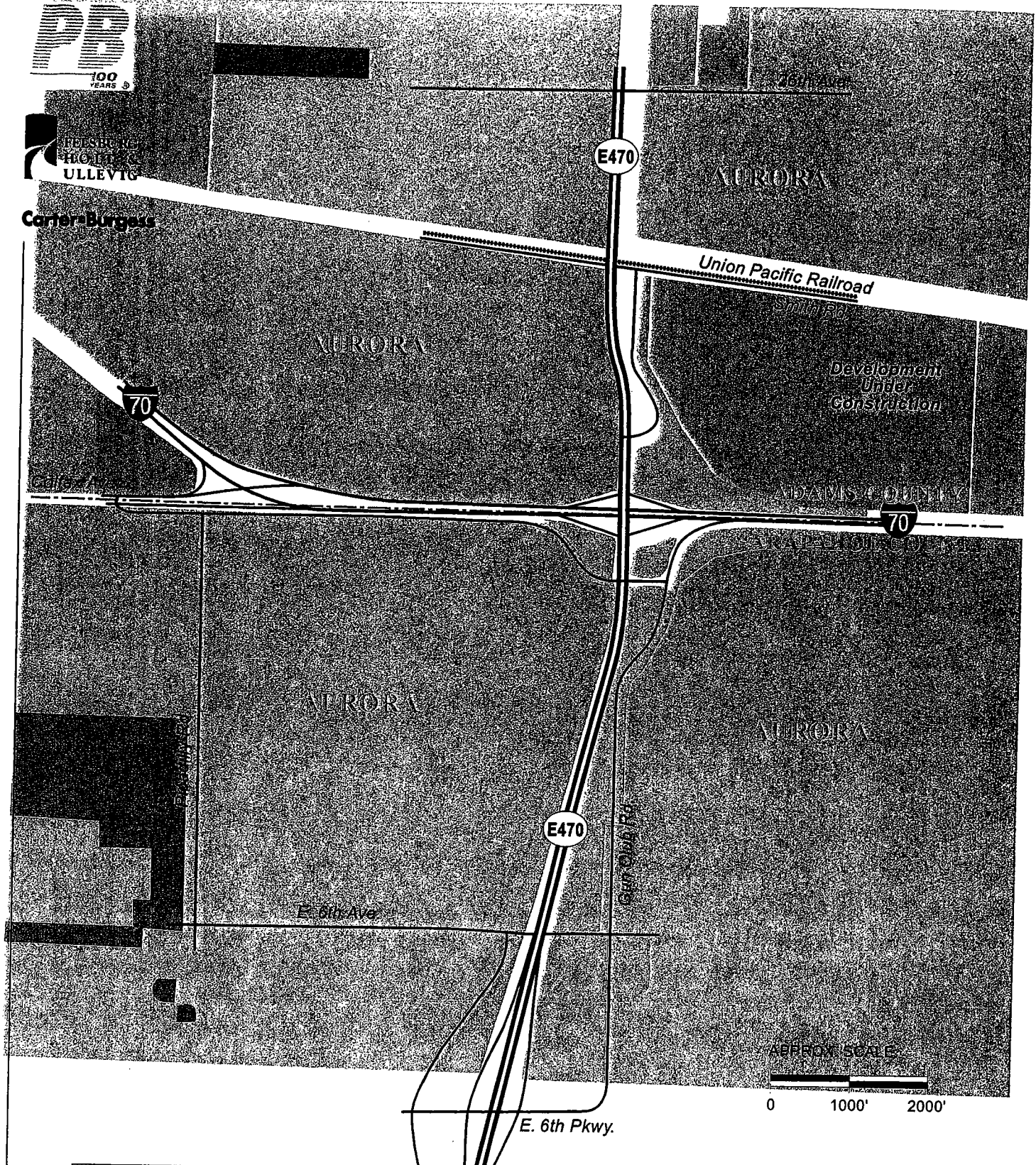


**Project
Information
Graphics**



HEESBURG
HOLMES &
ULLEVIG

Carter-Burgess



LEGEND

	= Agricultural		= Mixed Use
	= Low, Medium, High Density Residential		= Light Industrial
	= Vacant		

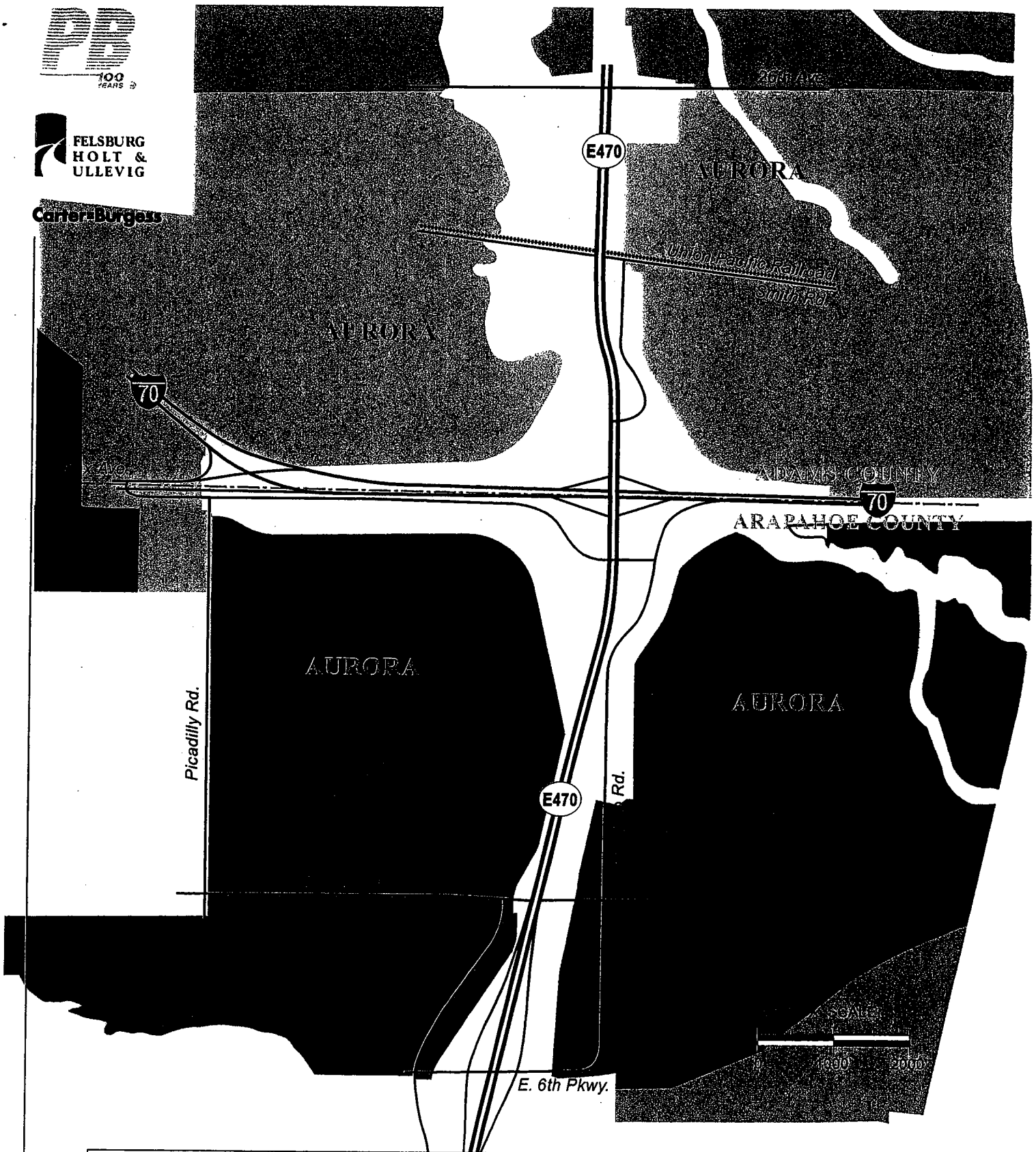
Source: Project Team Aerial Photo and Field Survey

Existing Land Use





Carter-Burgess



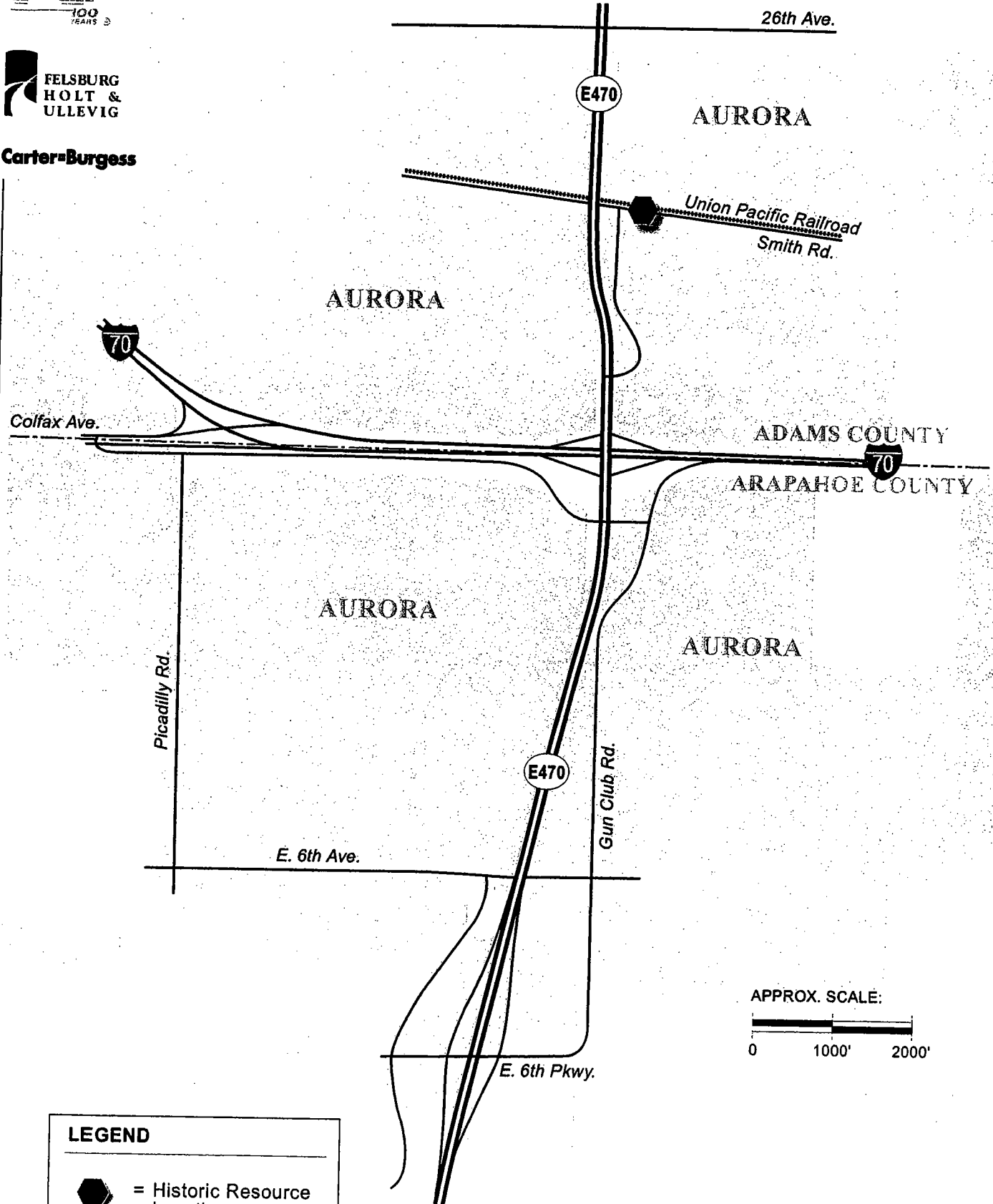
LEGEND

-  = Open Space
-  = Industrial/Office/Business Vacant
-  = Retail/Commercial/Regional Activity Center
-  = Medium Density Residential



Source: City of Aurora, Adams County, Arapahoe County

Existing Zoning



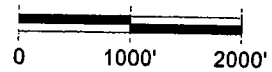


LEGEND

-  = Historic Resource Location
-  = City of Aurora

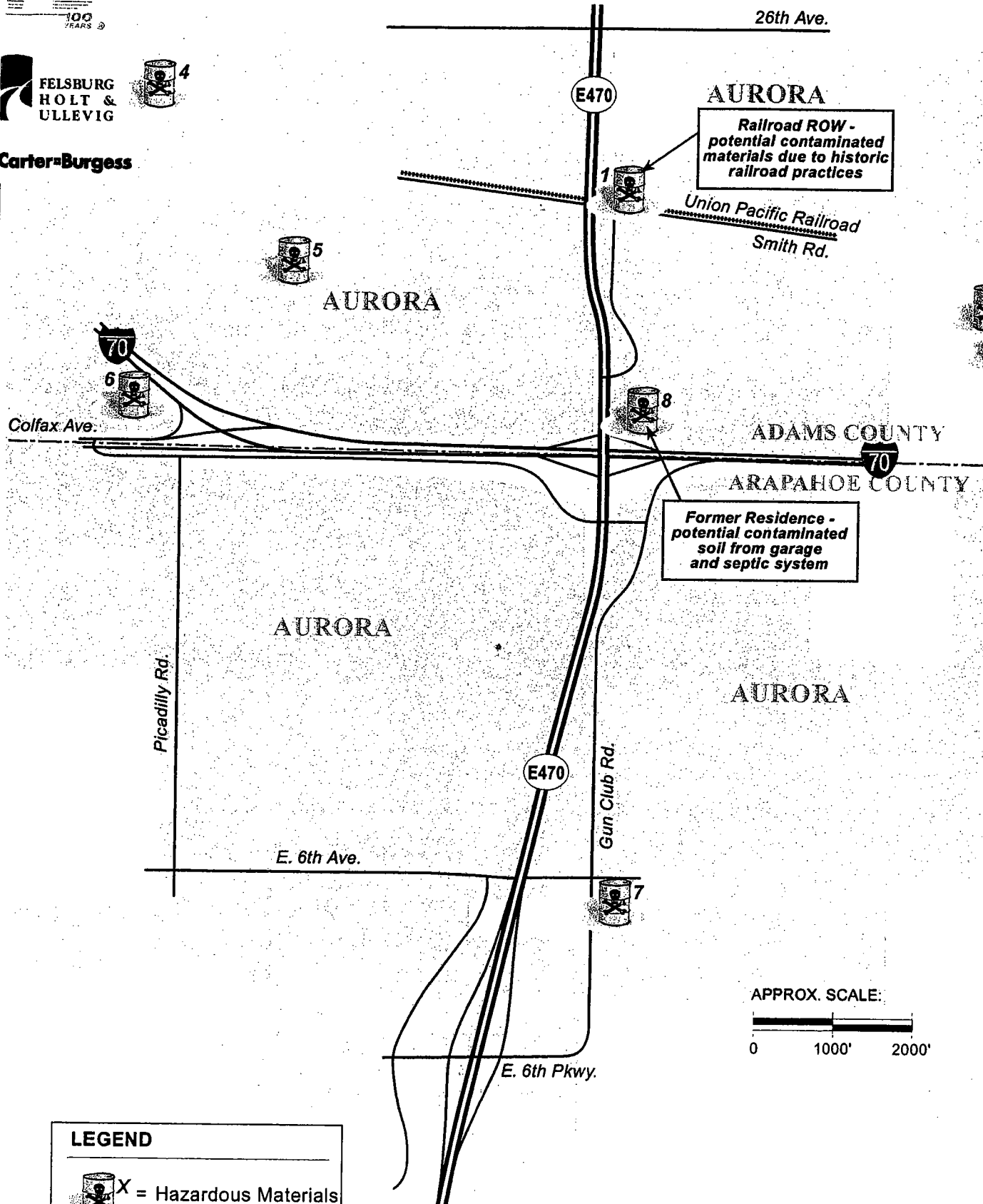
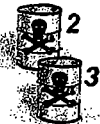
Source: Project Team Field Survey & File Search

APPROX. SCALE:



Historic Resources





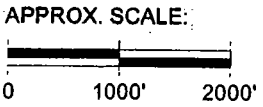
Former Residence -
potential contaminated
soil from garage
and septic system

AURORA
Railroad ROW -
potential contaminated
materials due to historic
railroad practices


Union Pacific Railroad
Smith Rd.


ADAMS COUNTY

ARAPAHOE COUNTY



LEGEND

 X = Hazardous Materials Site

 = City of Aurora

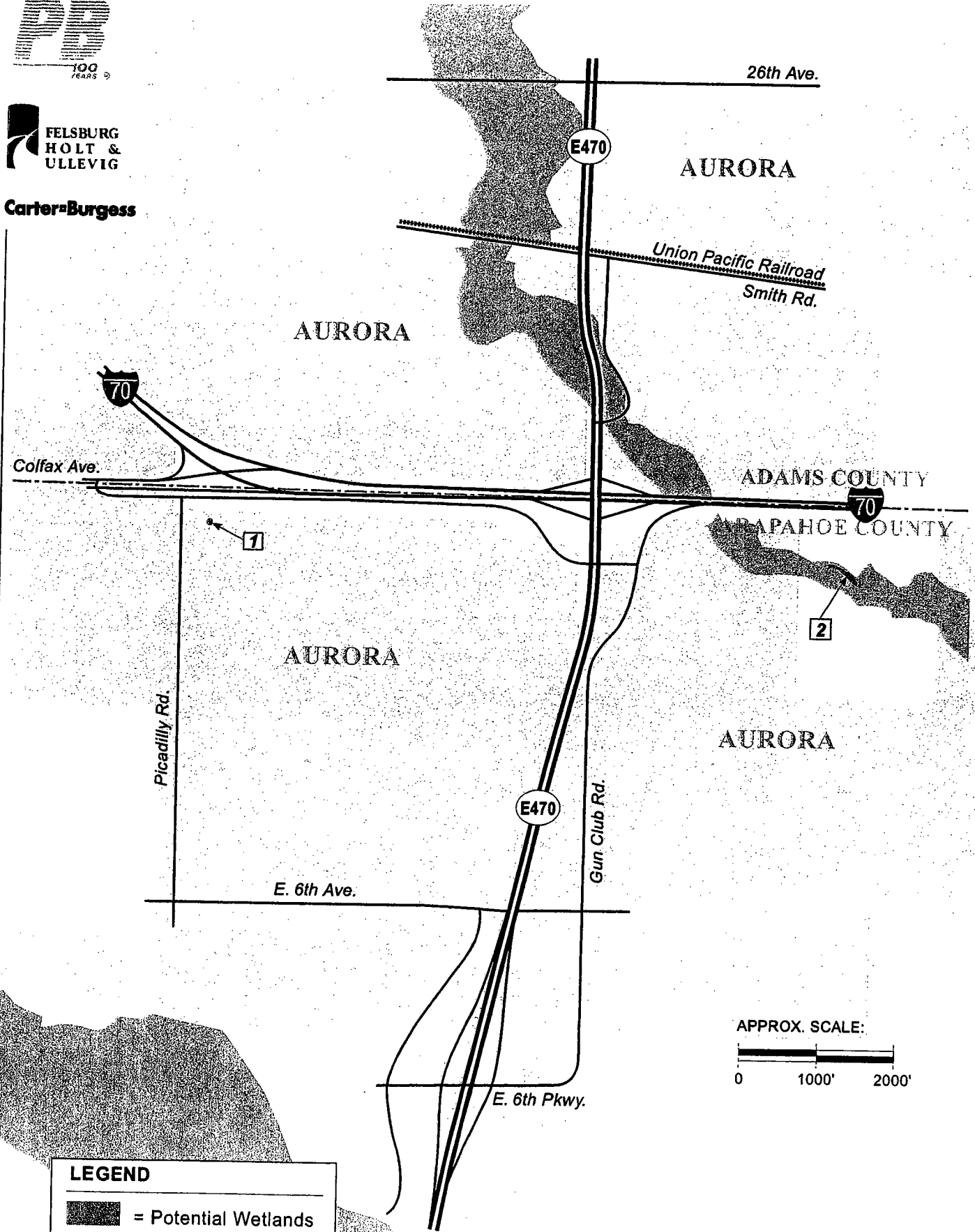
Source: Project Team Field Survey
& Colorado Oil Inspection Section

Hazardous Materials

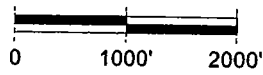







Carter-Burgess



APPROX. SCALE:



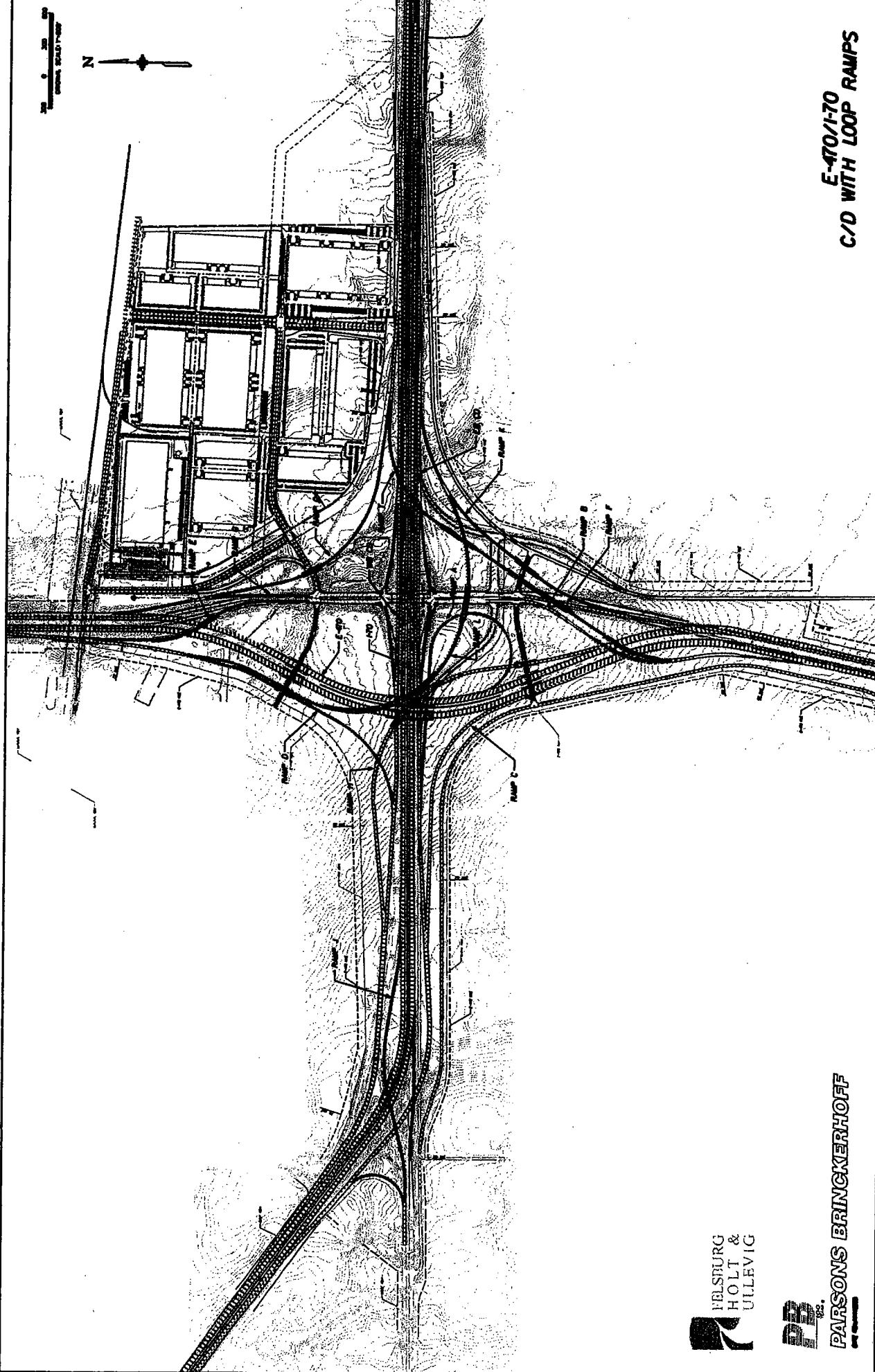
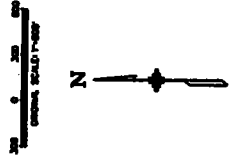
LEGEND

-  = Potential Wetlands
-  = 100-year Floodplain
-  = City of Aurora

Source: FEMA, Q3 Data

Existing Wetlands/Floodplain

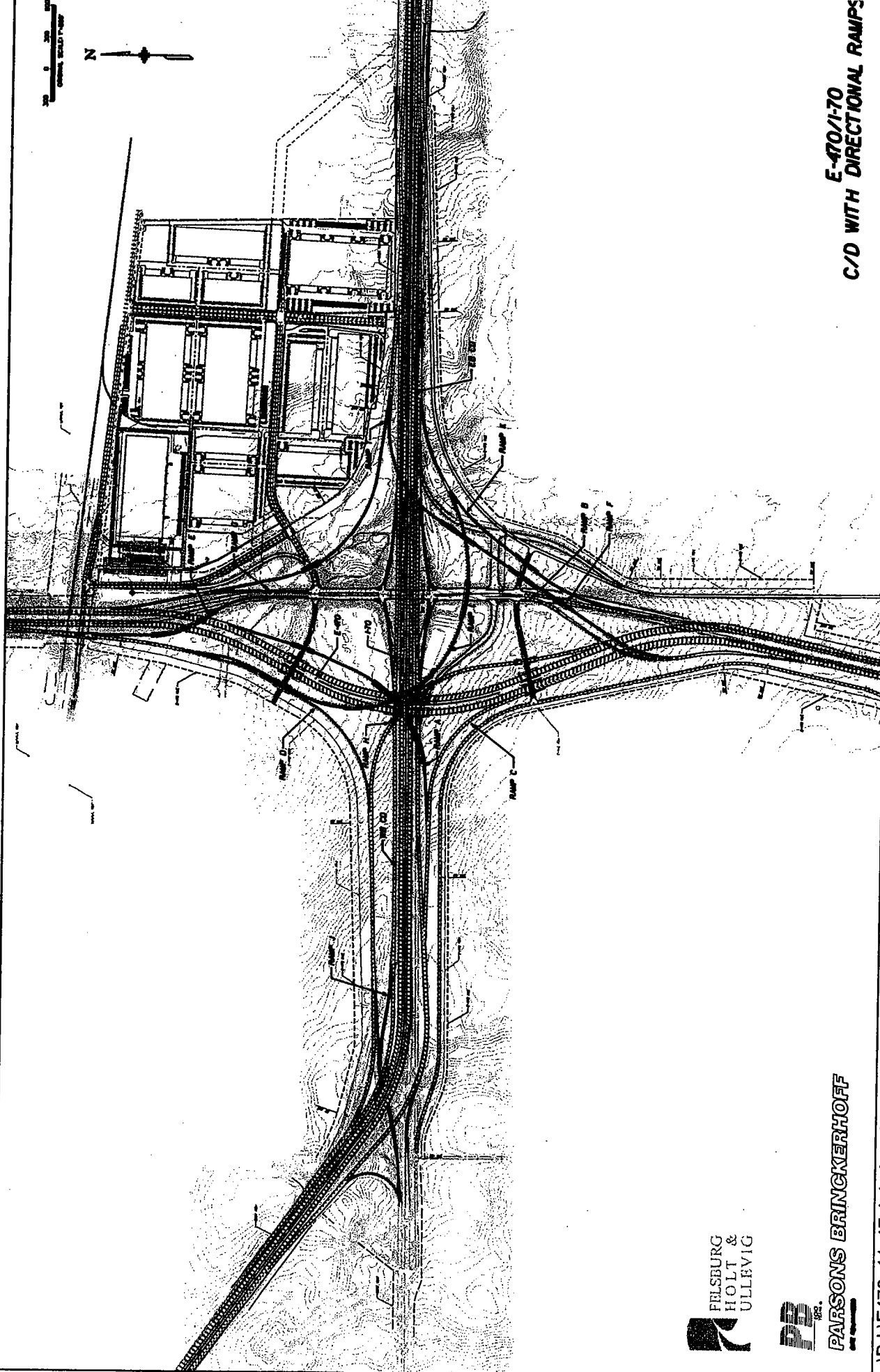
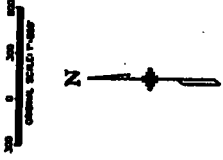




E-470/170
C/D WITH LOOP RAMPS



PARSONS BRINCKERHOFF



E-470/I-70
C/D WITH DIRECTIONAL RAMPS



PARSONS BRINCKERHOFF

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PUBLIC HIGHWAY AUTHORITY

Adams County, Arapahoe County, Douglas County, Cities of Aurora, Brighton, Commerce City, Thornton, and the Town of Parker, Colorado

May 20, 2003

VIA ELECTRONIC MAIL: berr@pcisys.net

Richard Rader
Thunderbird Estates HOA

RE: Possible Improvements at I-70 and Gun Club Road Interchange

Dear Mr. Rader:

The Authority is in receipt of your e-mail of May 6, 2003 in which you posed a series of questions on the study we are conducting for the E-470 Public Highway Authority (the "Authority") on possible improvements for the interchange with I-70 at Gun Club Road.

The public meeting on May 20, 2003, starting at 4:00 P.M., is being held to hear from the public as we are getting started on the study and are in the data collection phase.

You asked the Authority to respond to the following list of questions:

1. Which regulations will govern and guide the Authority in the Environmental Assessment and study to evaluate possible alternatives?
2. Which Agency will take the lead and have final approval/disapproval?
3. What are the Agency Guidelines that will guide this study - statute, regulations?
4. Under which statutes, regulations and guidelines will the plan be formed?
5. What permits are required under which statute, guidelines?
6. Where may we review all technical documents, including noise studies (past and present), air studies/impacts (past/present) and cumulative affects that have been and will be increased by the interchanges to the area?

It should be noted at the outset that an environmental assessment ("EA") is not legally mandated for local non-federal activity such as improvements to the E-470 Tollway ("E-470").

The National Environmental Policy Act ("NEPA") is a federal statute that imposes a procedural duty on federal agencies to prepare an environmental impact statement ("EIS") for

Mr. Richard Rader
RE: Possible Improvements at I-70 and Gun Club Road Interchange
May 20, 2003
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“every recommendation or report on proposals for ... major federal actions significantly affecting the quality of the human environment” 42 USC §4332(2)(C) (emphasis added). In determining whether to prepare an EIS, the federal agencies are directed to prepare an EA which “allows the agency to consider environmental concerns, while reserving agency resources to prepare full EISs for appropriate cases. If a finding of no significant impact is made after analyzing the EA, then preparation of an EIS is unnecessary.” Sierra Club v. United States Department of Transportation 753 F.2d 120, 126 (D.C. Cir. 1985).

As stated in the statute, NEPA is triggered by a recommendation or report on proposals for “major federal actions.” NEPA does not apply, and neither an EA nor an EIS is required, for federal actions which are not major, nor for non-federal actions regardless of the environmental impact. Not a dime of federal money has been spent on E-470 and the Authority intends to construct the interchanges without any federal funding. Accordingly, E-470 is not a federal project, and, likewise, the I-70/E-470 interchange is not a federal project.

Even though the proposed I-70/E-470 interchange is not a federal project, nor a federally funded project, the Federal Highway Administration (“FHWA”), is required to approve the tie-in of E-470 to I-70, an action which may or may not be considered a “major federal action.” In addition, the Colorado Department of Transportation (“CDOT”), must approve any such E-470/I-70 tie-in. Because of this FHWA/CDOT involvement, it was determined that an EA would be prepared for FHWA/CDOT approval, but only for the environmental effects of the proposed interchange. This is in keeping with the general rule that such limited federal involvement does not “federalize” the entire project for purposes of NEPA, but requires assessment only with respect to the effects of the limited federal action. Accordingly, the FHWA Technical Advisory T 6640.8A, implementing NEPA, will guide the study. In addition, the CDOT 1601 interchange approval process will be followed. A Section 404 permit from the Corps of Engineers may be needed if there are encroachments in the First Creek flood plain and a CDOT permit will be needed for any potential construction on CDOT-owned property. A Project Level Feasibility Study (“PLFS”) will be prepared in compliance with CDOT's 1601 Interchange Approval Policy Directive.

Finally, we are uncertain whether your e-mail was actually requesting access to documents in the Authority's possession or whether you were asking us to provide information about which of the agencies involved would have those documents. However, the Authority has conducted a review of its files and has located one document pertaining to noise studies, air studies, impacts and cumulative affects. The Authority is in possession of a document titled “E-470 Interchange System Level Feasibility Study” prepared by Washington Infrastructure Group and Carter Burgess, Inc., April 11, 2002. Please contact me at (303) 537-3724 if you are interested in reviewing this document.

We look forward to seeing you at the May 20th public meeting. If you wish, we are prepared to have a follow-up meeting with residents of Thunderbird Estates at a home in your

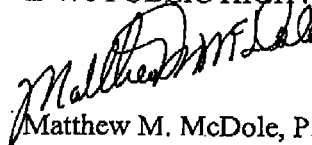
Mr. Richard Rader
RE: Possible Improvements at I-70 and Gun Club Road Interchange
May 20, 2003
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community to meet more of your neighbors and to get a better understanding of their issues and concerns and to explain the Environmental Assessment process.

If we can be of further assistance please do not hesitate to call.

Very truly yours,

E-470 PUBLIC HIGHWAY AUTHORITY



Matthew M. McDole, P.E.

cc: T. Edward Icenogle, Esq.
Charles E. Norton, Esq.
Erin M. Smith, Esq.

XC: KZ/KI/ Jim Davis / Gina McAfee

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Jeffery R. Kullman
Region One Transportation Director
4201 East Arkansas Avenue
Denver, Colorado 80222
303-757-9371
303-858-1337 Fax



February 4, 2003

Richard Rader
Thunderbird Estates Homeowners Association
71 Algonquian St.
Aurora, Colorado 80018

RE: E-470/I70 Flyover design, west of The I 70/Gun Club Interchange

Dear Mr. Rader:

The E-470 Public Highway Authority has been in contact with CDOT in regards to the existing Club Club/ I70 Interchange and the E 470 tie in to this interchange. To date the discussions have been on how to proceed with the planning of the proposed improvements. An important part of these conversations has been how to include Aurora, Adams Co., Arapahoe Co., local businesses and homeowners in on the process.

The E 470 Authority will be required to follow CDOT's Interchange Approval Process and a part of this process includes complying with National Environmental Protection Act (NEPA). Included in this process is public involvement, which I can assure that you and your neighborhood will be invited to participate.

It is our understanding that the Authority is negotiating a contract with their consultant to start the process. Once the consultant is on board they will define the issues and establish a schedule for completing the interchange Approval and NEPA documents. The Authority is anxious to proceed with an improvement of the Interchange and will schedule the public input as soon as they gathered the required information.

We appreciate your efforts to stay informed on the proposed interchange improvements and will make sure that you are included on any notices of public meetings. In the meantime if you have any questions feel free to contact Resident Engineer, Bill Scheuerman, at 303-790-1020 or the Program Engineer, Wes Goff, at 303-757-9118.

Sincerely,

Jeffrey Kullman
Region One Transportation Director

CC: Tom Norton
Scott Sands FHWA
Ed Delozier E 470 ✓
Marle MacKenzie, Arapahoe Co. Commissioner

Thunderbird Estates Homeowners Association

Board of Directors

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Dale Barnes
23954 E. Araker Pl.
Aurora, CO 80018
(303) 363-0022

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Montque Brunecz
Richard Rader
Bill Rapp
Leslie Reichardt

January 19, 2003

Jeff Kullman
Region I Director
Colorado Department of Transportation
18500 East Colfax Avenue
Aurora, CO 80011

RE: E-470/I-70 Flyover Design, West Of The I-70/Gun Club Interchange

Dear Mr. Kullman :

I am writing on behalf of Thunderbird Estates Homeowners Association as regards a recent article in the newspapers about the newly completed E-470 segment. We were pleased to read a quote regarding the upgrade of the Interstate 70 interchange by Matt McDole, Chief Engineer for the Toll Road, saying, "there's money in place for the job and it is expected to get underway this year, pending the outcome of negotiations with the Colorado Department of Transportation."

As you stated in your letter to the Thunderbird Estates Association dated June 20, 2002; "The process will be open for public comment and review and I encourage your participation."

To date, Thunderbird Estates, New World West and Coal Creek Stables, have not been notified of or invited to meetings at which the decisions will be made regarding the upgrade of the I-70 interchange. The 1601 process should provide this opportunity and we would appreciate notice of, and the opportunity for participation by Thunderbird Estates representatives and others, in all meetings between the E-470 Authority, CDOT, FHWA, City of Aurora, Adams and Arapahoe Counties.

It is our understanding that a cumulative impact study will be required before construction can begin. It is our opinion that without our input, the impact study will be incomplete and will give rise to the concern that the negative impacts we are currently experiencing will not be properly mitigated.

We thank you for your time and efforts to keep the impacted public involved. We look forward to receiving notice of upcoming meeting schedules.

Sincerely,



Richard Rader
Thunderbird Estates Homeowners Association Board Member
71 Algonquian St.
Aurora, Colorado 80018

CC: Tom Norton
John Umberest
Scott Sands, FHWA
Ed Delozier, Director E-470 Toll Road
Marie MacKenzie, Arapahoe County Commissioner