

FINDING OF NO SIGNIFICANT IMPACT

INTERSTATE 70/KIPLING STREET INTERCHANGE

Project Number: C0703-406, Project Code: 19761

Wheat Ridge, Colorado

Lead Agencies

Federal Highway Administration

Colorado Department of Transportation



COLORADO
Department of Transportation

March 2019

Finding of No Significant Impact (FONSI)

FHWA has determined that the Proposed Action described in the Environmental Assessment (EA) will have no significant impact on the human or natural environment. This FONSI is based on the EA and the proposed mitigation which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impact of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA.

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3/21/2019

Date

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Date

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3/26/19

Date

The Federal Highway Administration may publish a notice in the Federal Register, pursuant to 23 United States Code (USC) § 139(l), once the Finding of No Significant Impact is approved. If such notice is published, a claim arising under Federal law seeking judicial review of a permit, license, or approval issued by a Federal agency for a highway or public transportation capital project shall be barred unless it is filed within 150 days after publication of a notice in the Federal Register announcing that the permit, license, or approval is final pursuant to the law under which judicial review is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

TABLE OF CONTENTS

Introduction..... 1

1. What is the Proposed Action Alternative?..... 3

2. What Has Been Done Since the Environmental Assessment (EA) was Published? 5

3. What is the Status of Funding for the I-70/ Kipling Interchange Project? 6

4. What Changes Have Been Made to the EA? 6

5. What Comments Were Received on the EA? 17

References..... 37

TABLES

Table 1. Summary of Impacts and Mitigation for the Proposed Action Alternative, I-70/Kipling Interchange 6

Table 2. Public and Agency Comments Received and Responses to Comments 17

FIGURES

Figure 1 Project Location and Study Area..... 2

Figure 2 Proposed Action Alternative..... 4

APPENDICES – PROVIDED ELECTRONICALLY

- Appendix A: Environmental Assessment Interstate 70/Kipling Street Interchange and Technical Reports
- Appendix B: Public Involvement since Publication of the EA

LIST OF ACRONYMS AND ABBREVIATIONS

ACM	asbestos-containing material	SWMP	Stormwater Management Plan
ADA	Americans with Disabilities Act	UDFD	Urban Drainage and Flood Control District
AM	ante meridiem	US	United States
AQCC	Air Quality Control Commission	USFWS	US Fish and Wildlife Service
ASTM	American Society for Testing and Materials		
BMP	best management practice		
CDOT	Colorado Department of Transportation		
CDPHE	Colorado Department of Public Health and Environment		
DDI	Diverging Diamond Interchange		
DRCOG	Denver Regional Council of Governments		
EA	Environmental Assessment		
FONSI	Finding of No Significant Impact		
FHWA	Federal Highway Administration		
LCP	lead containing paint		
MBTA	Migratory Bird Treaty Act		
NEPA	National Environmental Policy Act		
OSHA	Occupational Safety and Health Administration		
PEL	Planning and Environmental Linkages		
PM	post meridiem		
ROW	right-of-way		
RTD	Regional Transportation District		
RTP	Regional Transportation Plan		
STIP	Statewide Transportation Improvement Program		

INTRODUCTION

The Colorado Department of Transportation (CDOT) is conducting the preliminary design of the Interstate 70 (I-70) and Kipling Street interchange, in the City of Wheat Ridge, Jefferson County, Colorado (“Project” or “Project Corridor”) (**Figure 1**).

For this Project, the study area generally consists of an irregular area within the CDOT, Kipling Street interchange, and the adjacent roadway rights-of-way (ROW) between Nelson Street on the west and approximately 600 feet to the west of Garrison Street on the east. The southern boundary is approximately 700 feet to the north of West 44th Avenue and the northernmost boundary is approximately 550 feet to the north of West 50th Avenue. The study area also extends to the west along Eastbound I-70 from approximately Nelson Street to Tabor Street (Figure 1).

Within the study area, I-70 has six through lanes and a speed limit of 65 miles per hour (MPH). East of Kipling Street to Wadsworth Boulevard, I-70 has four through lanes in each direction with the westbound left through lane merging at the Kipling Street bridge and the eastbound outside lane added at the Kipling Street on ramp. Kipling Street has four through lanes and two continuous turn lanes through the study area with a posted speed limit of 40 MPH.

The existing I-70 /Kipling interchange is a tight diamond configuration with less than 250 feet between the ramp intersections. The two-way frontage roads intersect Kipling Street at signals north and south of I-70, approximately 350 feet from the adjacent ramp signal. The total spacing of the four signals through the interchange is less than 1,000 feet.

This project Purpose and Need statement was confirmed with the initial outreach for the EA project phase with general concurrence from the

agency stakeholders as part of the technical team, as well as the general public at the initial National Environmental Policy Act (NEPA) and Preliminary Design project public meeting.

The NEPA process and preliminary design were the next steps required to move interchange improvements forward. The project followed the CDOT and Federal Highway Administration (FHWA) NEPA process to examine the needs for improvements to the interchange area, identify a Proposed Action Alternative, investigate the anticipated benefits and impacts of the proposed improvements (through an Environmental Assessment [EA]), produce preliminary design plans, and make funding, scheduling, and phasing recommendations.

WHAT IS THE PURPOSE OF THE PROJECT?

The purpose of the I-70/Kipling Street interchange project is to reduce congestion, optimize operations, improve safety, and accommodate multimodal connections at the I-70/Kipling Street interchange.

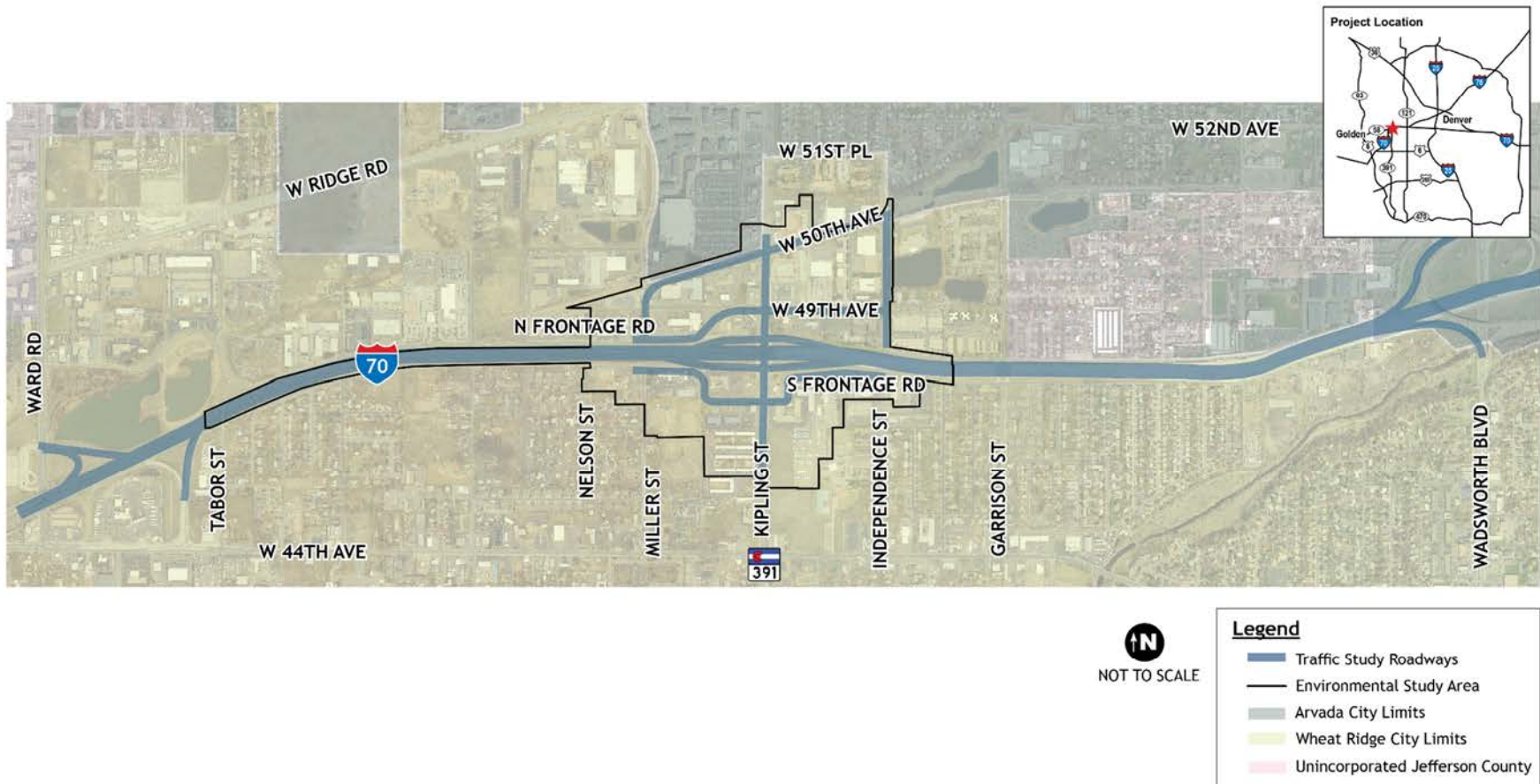
WHAT ARE THE NEEDS FOR THE PROJECT?

The existing design and configuration of the interchange no longer accommodates travel demands. Kipling Street is an important transportation corridor supporting mobility and economic activity in Jefferson County, including the Cities of Wheat Ridge and Arvada.

Improvements are needed to:

- Meet current and future traffic demands
- Improve operational efficiency of the interchange
- Improve traveler safety through the interchange
- Accommodate multimodal connections

Figure 1 Project Location and Study Area



1. WHAT IS THE PROPOSED ACTION ALTERNATIVE?

The Proposed Action Alternative for the I-70/Kipling Street interchange is a Diverging Diamond Interchange (DDI) configuration. This configuration provides safety and operational benefits for all modes of travel. The DDI configuration (**Figure 2**) crosses traffic to the left side of the road under I-70. Drivers proceed through a traffic signal at the ramp terminal intersection and then follow their lane to the left side of the roadway. Left turns at the interchange on and off the freeway do not cross oncoming traffic, which results in fewer potential conflict points.

In addition to the reconfiguration of the freeway ramps, the existing traffic signal at 49th Avenue (North Frontage Road) will be removed and the intersection will be restricted to right-in/right-out movements. To accommodate additional left turn volume displaced by the modifications at 49th Avenue, a second left turn lane will be added to westbound 50th Avenue at the Kipling Street traffic signal.

The South Frontage Road will be realigned and the traffic signal relocated to be approximately 600 feet south of the traffic signal at the Eastbound I-70 ramps to improve operations with increased distance from the ramp signal. Kipling Street will be widened from two lanes in each direction to three lanes in each direction between the South Frontage Road and 49th Avenue/North Frontage Road intersections.

The existing I-70 bridge over Kipling Street will be replaced with wider bridge and a longer span. Four lanes for Westbound I-70 will be extended across the bridge and the left through lane merge will be changed to the right (outside) lane. The I-70 ramp merge and diverge areas will be in the same location, but the diverge for the westbound off ramp will be modified to provide a two-lane exit. Eastbound I-70 will be widened to provide an auxiliary lane between the on ramp at the Ward Road interchange and the off ramp at Kipling Street.

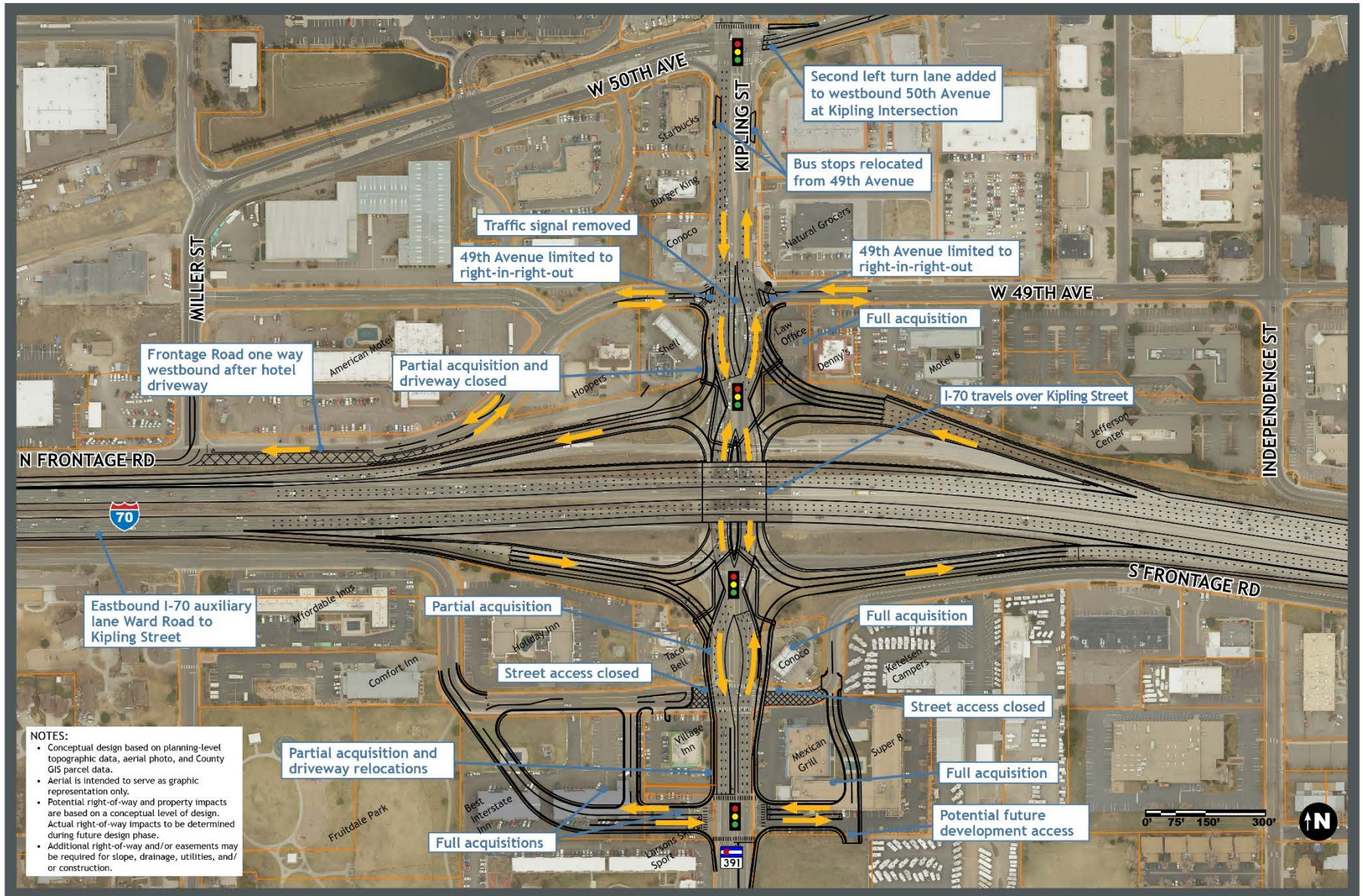
Pedestrian and bicycle facilities will be constructed on both sides of Kipling Street between the north and south frontage road intersections, consistent with local agency planning. The sidewalk is planned to be six to eight feet wide. On-street bicycle lanes are assumed along Kipling Street, consistent with local agency planning. The specific width and treatment of the pedestrian and bicycle facilities will be determined during final design.

Numerous easements (temporary and permanent) and property acquisitions (partial and full) will be required to accommodate these improvements. Additional public right-of-way may also be acquired at specific locations to remove and/or relocate roadway components of the Project (e.g., utility lines, storm sewer, water quality, other structural work). Right-of-way needs will continue to be refined during final design.

As the reconstruction of an existing interchange, the Proposed Action Alternative does not meet the definition of an air quality regionally-significant project by Denver Regional Council of Governments (DRCOG). Thus, it is not specifically identified in DRCOG's 2040 Regional Transportation Plan (RTP). However, the Project is included in the fiscally-constrained 2040 RTP in the Resurfacing & Reconstruction, Bridge, and Roadway Operations project funding programs.

The auxiliary lane along Eastbound I-70 is currently funded in the Statewide Transportation Improvement Program (STIP). That improvement has independent utility and will be constructed prior to the remaining interchange improvements. The I-70 bridge widening and frontage road modifications may also be completed as separate project phases prior to the construction of the DDI. However, the DDI configuration cannot be constructed prior to the bridge widening or frontage road modifications.

Figure 2 Proposed Action Alternative



2. WHAT HAS BEEN DONE SINCE THE ENVIRONMENTAL ASSESSMENT (EA) WAS PUBLISHED?

The EA was made available for a 30-day public and agency review and comment period following signature of the EA by FHWA and CDOT on January 18, 2019. The EA was available for review and comment from January 25, 2019 to February 24, 2019. A public open house was held on February 12, 2019 at the Wheat Ridge Recreation Center, 4005 Kipling Street, Wheat Ridge, Colorado 80033 from 5:00 pm to 7:00 pm.

The EA review and public meeting were advertised in the following ways:

- Advertised in the Golden Transcript, Lakewood Sentinel, and Wheat Ridge Transcript newspapers on January 24, 2019
- Advertised in the Your Hub newspaper for Arvada/Westminster and Denver Post Online on January 24, 2019
- Posting on Jefferson County and City of Wheat Ridge web pages on January 25, 2019
- Email to project email list of approximately 400 contacts on January 25 and February 11, 2019
- Mailed flyers to 60 interchange area businesses with a request to post in a visible location on January 28, 2019
- Mailed notice to owners of planned partial and full acquisition properties on February 4, 2019
- CDOT social media posts on February 11, 2019
- ABC Denver Channel 7 morning news story on February 12, 2019
- CDOT news release on February 12, 2019
- Fox 31 9:00 PM news story on February 12, 2019

A hardcopy and/or electronic files of the EA were available at the following locations for public review:

- CDOT Region 1 Golden office
- Wheat Ridge Recreation Center
- CDOT Headquarters office
- FHWA
- Lakewood Library (Jefferson County Public Library)

Written comments were accepted in the following ways:

- At the public open house meeting on February 12, 2019
- Project email at dot_i70kiplingnepa@state.co.us
- Online at <https://www.codot.gov/projects/i-70-kipling-interchange>
- Mail to I-70/Kipling Team at CDOT Region 1 Golden office

The public meeting exhibits provided an overview of the Proposed Action Alternative, traffic analysis, environmental impacts, and project next steps. The EA and technical reports are provided in **Appendix A**. **Appendix B** includes documentation related to notification of the EA availability and of the public meeting.

3. WHAT IS THE STATUS OF FUNDING FOR THE I-70/ KIPLING INTERCHANGE PROJECT?

The timing of the construction of the full I-70/Kipling interchange reconstruction project is not currently known. Two early action projects described below with smaller scopes, are funded as phases of the ultimate improvements. Graphics of these early action projects were presented at the public meeting and those displays are included in Appendix B.

The construction of the auxiliary lane along Eastbound I-70 is currently funded in the STIP in 2019 with construction expected in 2019.

Another early action project consists of adding a second right turn lane from the Westbound I-70 Off Ramp, removal of the 49th Avenue traffic signal with the intersection restricted to right-in/right-out movements, and the ultimate modifications at the 50th Avenue intersection and along the North Frontage Road. That project has independent utility and is also planned for construction in 2020 prior to the remaining interchange improvements.

4. WHAT CHANGES HAVE BEEN MADE TO THE EA?

No changes have been made to the EA. The EA and associated appendices are included in Appendix A of this FONSI. The mitigation initially identified in the EA and committed to in this FONSI are presented in **Table 1**.

Table 1. Summary of Impacts and Mitigation for the Proposed Action Alternative, I-70/Kipling Interchange

#	Mitigation Category	Impact	Mitigation Commitment From Source Document	Responsible Branch	Timing/Phase that Mitigation will be Implemented
1	Transportation Resources	Temporary impacts to access and travel patterns during construction	I-70 and Kipling Street will remain open to traffic during construction. Short-term road closures may be allowed for construction activities, consistent with the CDOT Region 1 Lane Closure Policy. A robust public outreach strategy to alert motorists of impacts will be required. CDOT will provide timely and frequent updates about activities and will work with contractors to avoid lane closures to the greatest extent practical.	CDOT Design Engineering, CDOT Traffic, and CDOT Construction Engineering	Design Construction

#	Mitigation Category	Impact	Mitigation Commitment From Source Document	Responsible Branch	Timing/Phase that Mitigation will be Implemented
2	Air Quality	Release of diesel emissions from construction equipment	<ul style="list-style-type: none"> Prohibit unnecessary idling of construction equipment. Use cleanest fuels available to reduce exhaust and keep equipment well maintained to ensure exhaust systems are in good working order. Locate construction diesel engines as far away as possible from residential areas. Locate staging areas as far away as possible from residential areas. Require heavy construction equipment to use the cleanest available engines or be retrofitted with diesel particulate-control technology. Use alternatives to diesel engines and/or diesel fuels, such as biodiesel, liquefied natural gas, or compressed natural gas, fuel cells, and electric engines, if applicable. Install engine pre-heater devices to eliminate unnecessary idling for wintertime construction. Prohibit tampering with equipment to increase horsepower or to defeat an emission control device’s effectiveness. Require construction vehicle engines to be properly tuned and maintained. Use construction vehicles and equipment with the minimum practical engine size for the intended job. 	CDOT Construction Engineering	Construction
3	Air Quality	Release of fugitive dust during construction activities	<p>Control fugitive dust through implementation of CDOT’s Standard Specifications for Road and Bridge Construction, particularly Sections 107.24, 209 and 250, and Air Pollution Control Division’s Air Pollutant Emission Notification requirements, which include, but are not limited to:</p> <ul style="list-style-type: none"> Cover, wet, compact, or use a chemical stabilization binding agent, to control dust and excavated materials at construction sites. Use wind barriers and wind screens to prevent spreading of dust from the construction area. Have a wheel wash station and/or crushed stone apron at egress/ingress areas to prevent dirt being tracked onto public streets. Use vacuum-powered street sweepers to remove dirt tracked onto public streets. Cover all dump trucks that are hauling material leaving sites to prevent dirt from spilling onto public streets. Minimize disturbed areas—particularly in winter. 	CDOT Construction Engineering	Construction

#	Mitigation Category	Impact	Mitigation Commitment From Source Document	Responsible Branch	Timing/Phase that Mitigation will be Implemented
4	Water Quality	Increased sediment runoff from roadway construction	<p>The construction mitigation measures from the Erosion Control and Stormwater Quality Field Guide (CDOT, 2011) and Urban Drainage Flood Control District (UDFCD) Urban Storm Drainage Criteria Manual (UDFCD, 2016) shall be utilized during construction to reduce construction-related and/or long-term operation impacts to water resources and water quality as appropriate and include the following:</p> <ul style="list-style-type: none"> • Sediment that has been tracked onto roadways shall be removed through street sweeping and/or vacuuming to reduce sediment transport into storm drain systems or a surface waterway. • Vehicle tracking controls shall be placed where vehicles exit the site onto paved public roads. An effective vehicle tracking control helps remove sediment (mud or dirt) from vehicles, reducing tracking onto the paved surface. • A concrete washout area shall be designated and properly managed within a specific area of the construction site. • Temporary erosion control and stabilization Best Management Practices (BMPs) shall be used to reduce disturbance, such as staging construction, minimizing access areas, temporary seeding, mulching, early final grading and seeding of completed areas, clean water diversions, silt fences, erosion bales, erosion control blankets, sediment traps, sediment basins, soil stockpile management, inlet protection, and temporary diversion structures. • Placement will be outlined in a site-specific Stormwater Management Plan (SWMP) and will be updated by the contractor as the construction proceeds. A SWMP shall be developed and implemented that specifies BMPs to minimize soil erosion, and methods for monitoring conditions before, during, and after construction. 	CDOT Design Engineering and CDOT Construction Engineering	Design Construction
5	Wetlands/ Waters of the US	Temporary or permanent impacts to wetlands or waters of the US	CDOT requires that any impacts to wetlands, regardless of jurisdictional status, be mitigated at a 1 to 1 ratio. Due to the developed nature of the study area, and the overall lack of natural wetland hydrology, on-site mitigation would not be practicable. Therefore, wetland bank credits from a wetland mitigation bank would be purchased to offset any wetland impacts, if wetland impacts were unavoidable.	CDOT Design Engineering, and CDOT Environmental	Design

#	Mitigation Category	Impact	Mitigation Commitment From Source Document	Responsible Branch	Timing/Phase that Mitigation will be Implemented
6	Wetlands/ Waters of the US	Indirect impacts to wetlands	Implement BMPs to avoid any erosion or other indirect impacts to wetlands within and/or adjacent to the study area (see Water Quality Technical Memo). Address the vegetation enhancement/restoration strategy through project special specifications 217 (Herbicide Treatment) and 214 (Planting).	CDOT Design Engineering and CDOT Construction Engineering	Design Construction
7	Biological Resources- Vegetation	Vegetation clearing during construction	<ul style="list-style-type: none"> • Develop a revegetation plan during final design in coordination with the City of Wheat Ridge and CDOT. The revegetation plan will be incorporated into the SWMP and seed mixes (also identified in the SWMP) to be used will be specific to upland areas, riparian areas, and wetland areas. Specific objectives of the revegetation plan will be identified, such as selecting native plants and seed mixes for revegetation that blend the vegetation with existing vegetation, are consistent with vegetation types, growth habits, and soil types, use of native species, mimic surrounding native plant densities and minimizing the spread of noxious and invasive weeds. The seed mix used for revegetation will be approved by the City of Wheat Ridge and CDOT. • Minimize the amount and time period of disturbance to allow revegetation of disturbed areas. • Avoid disturbance to existing trees, shrubs, and vegetation, to the maximum extent possible. • Revegetate all disturbed areas with native grass and forb species. Apply seed, mulch, and mulch tackifier in phases throughout construction. Plant native trees and shrubs where appropriate. • Use temporary erosion control blankets with flexible natural fibers. • Limit work areas as much as possible to minimize construction impacts to vegetation. 	CDOT Design Engineering, and CDOT Environmental	Design Construction

#	Mitigation Category	Impact	Mitigation Commitment From Source Document	Responsible Branch	Timing/Phase that Mitigation will be Implemented
8	Biological Resources- Noxious Weeds	Introduction and spread of noxious weeds during construction	<ul style="list-style-type: none"> Require cleaning equipment and other BMPs specific to noxious weed management to reduce the potential for introducing and spreading noxious weeds in the study area. Minimize the necessary area of ground disturbance. Clean all construction vehicles of dirt/soil before off-loading at the project to prevent the introduction of noxious weeds. Treat project staging areas for noxious weeds prior to construction. Do not use areas with dense noxious weed populations for topsoil salvage. Use of herbicides will include selection of appropriate herbicides and timing of herbicide spraying (CDOT Standard Specification Section 217). Use certified noxious weed-free hay or straw and/or mulch in all revegetated areas. 	CDOT Construction Engineering	Construction
9	Biological Resources- Threatened and Endangered Species	Potential depletion to the South Platte River basin.	The water used for this Project will be reported to the US Fish and Wildlife Service (USFWS) at the year's end after the completion of the Project as per the Programmatic Biological Opinion.	CDOT Environmental	Construction Completion
10	Biological Resources- Migratory Birds	Potential impacts to migratory birds and/or their habitat	Follow Migratory Bird Treaty Act (MBTA) nest survey guidelines during the nesting season, which are outlined in Revision of Section 240 Protection of Migratory Birds. Include specifics on bird nest surveys within these project specials and/or general notes and within in the contract/project plans.	CDOT Design Engineering and CDOT Environmental	Prior to Construction
11	Archaeological Resources	Potential for unknown archaeological resources unearthed during construction	Should unidentified archaeological resources be discovered during any phase of construction, work will stop until the CDOT senior staff archaeologist is contacted and the resources have been evaluated in terms of the National Register of Historic Places eligibility criteria. The Contractor shall comply with CDOT Standard Specification 107.23 (Archaeological and Paleontological Discoveries), as identified in the project construction plans.	CDOT Environmental and CDOT Construction Engineering	Design Construction

#	Mitigation Category	Impact	Mitigation Commitment From Source Document	Responsible Branch	Timing/Phase that Mitigation will be Implemented
12	Paleontological Resources	Potential for impacts during excavation and drilling activities	If any subsurface bones or other potentially significant fossils are found anywhere within the study area during construction, work in the immediate vicinity should be temporarily suspended, and the CDOT staff paleontologist should be notified immediately to assess the significance of the find and to make further recommendations. The Contractor shall comply with CDOT standard specification 107.23.	CDOT Environmental and CDOT Construction Engineering	Construction
13	Paleontological Resources	Potential excavation depths of 50 feet (15 meters)	A qualified vertebrate paleontologist shall be on site for excavations exceeding 50 feet (15 meters) in depth. Should vertebrate fossil materials be encountered during excavation, work should be halted and the CDOT staff Paleontologist, Nicole Peavey be notified immediately at 303.757.9632.	CDOT Environmental and CDOT Construction Engineering	Construction
14	Land Use and Community Profile	Potential for land use changes with redevelopment adjacent to a new frontage road system	Because land use planning is under the purview of local agencies, ongoing CDOT and design team coordination with local planners and other city officials will be an essential part of future project development to be sure that changes resulting from the Proposed Action Alternative are compatible with the intent of the cities' visions for the area. Ongoing conversations for the design team and CDOT ROW with property owners, businesses, and residences potentially affected will also be a critical part of future project development.	CDOT Design Engineering and CDOT ROW	Design
15	Land Use and Community Profile	Access changes to properties	New access points and traffic movements may be initially confusing to area residents and business patrons. During construction and as part of the final design of the interchange, wayfinding signage will be provided to direct drivers to the locations of the new frontage roads.	CDOT Design Engineering and CDOT Construction Engineering	Design Construction

#	Mitigation Category	Impact	Mitigation Commitment From Source Document	Responsible Branch	Timing/Phase that Mitigation will be Implemented
16	Environmental Justice/ Socioeconomics	Temporary impacts to access and travel patterns during construction	<p>Mitigation for construction impacts shall consider implementation of the following measures, as appropriate, during final design and construction:</p> <ul style="list-style-type: none"> • Access to local neighborhoods and businesses will be maintained. Exact location of detour notifications and signage to be identified with final design. • Vehicular traffic and access to local businesses will be maintained throughout construction using construction traffic control methods. • Implementation of a phased-construction approach to minimize the degree of disruption to business owners. • During final design, access points (e.g., new, modified, or combined) will be identified in a formal access-control plan. The access points will be constructed in accordance with CDOT and Americans with Disabilities (ADA) standards. • CDOT will coordinate with the applicable jurisdictions to identify sidewalk detour routes and trails. • Coordination with emergency-service providers to identify methods to minimize delays and provide access to properties during construction. • Provision of temporary transit shelters and information for transit patrons about temporary changes in transit shelter locations prior to construction. • Maintenance of two through lanes (one northbound and one southbound) with a turn lane at all times during the phased construction. 	CDOT Design Engineering and CDOT Construction Engineering	Design Construction
17	Environmental Justice/ Socioeconomics	Construction-related noise	<p>Construction activities shall comply with City of Wheat Ridge and State of Colorado noise ordinances such that noise will be minimized during construction. Mitigation for construction impacts shall consider implementation of the following measures, as appropriate, during final design and construction:</p> <ul style="list-style-type: none"> • Use alternative construction methods, such as sonic or vibratory pile driving in noise sensitive areas (areas of residential, commercial, institutional, and outdoor recreation). • Perform pile driving and other high-noise activities during daytime construction (generally between 7:00AM to 7:00PM), where possible. When construction time is restricted to certain daylight hours, the overall duration of project construct would likely increase. 	CDOT Construction Engineering	Construction

#	Mitigation Category	Impact	Mitigation Commitment From Source Document	Responsible Branch	Timing/Phase that Mitigation will be Implemented
18	Noise	Temporary Construction Operations	<p>Comply with local noise ordinances such that noise will be minimized during construction. Implement the following measures, as appropriate, during final design and construction:</p> <ul style="list-style-type: none"> • Use alternative construction methods, such as sonic or vibratory pile driving in noise sensitive areas. • Perform pile driving and other high-noise activities during daytime construction (generally between 7:00 AM to 7:00 PM), where possible. When construction time is restricted to certain daylight hours, the overall duration of project construct would likely increase. 	CDOT Design Engineering and CDOT Construction Engineering	Design Construction
19	Noise	Temporary Construction Operations	<p>Mitigation for noise from temporary construction impacts will be analyzed by the Contractor selected to build the Project. Measures may include the use of temporary barriers, the use of alternative construction methods, limiting work to certain hours of the day, re-routing traffic away from residential areas, and using well-maintained equipment. Contractor must adhere to the noise regulations for the City of Wheat Ridge and State of Colorado.</p>	CDOT Design Engineering and CDOT Construction Engineering	Design Construction
20	Right-of-Way	ROW and easement acquisitions	<p>Conform to requirements set forth in the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Public Law 91-646 as amended) for property and right-of-way acquisition.</p>	CDOT Design Engineering and CDOT ROW	Design Construction, Right of Way
21	Utilities	Potential for temporary loss of utility service	<p>Coordinate utility relocation with utility companies during final design to minimize service interruptions and to inform utility users as part of the Public Information Outreach campaign.</p>	CDOT Design Engineering and CDOT Construction Engineering	Design Construction

#	Mitigation Category	Impact	Mitigation Commitment From Source Document	Responsible Branch	Timing/Phase that Mitigation will be Implemented
22	Visual Resources/ Aesthetics	Temporary construction impacts that may decrease visual quality include: <ul style="list-style-type: none"> • The introduction of night-time construction lighting • Construction staging areas for trailers, equipment, and temporary stock piles 	<ul style="list-style-type: none"> • Limit project construction-related lighting to that required for safety and security. Shield and direct lighting at working areas to minimize glare and ambient light conditions in nearby areas, including adjacent travel lanes. • Construction staging for trailers and equipment and temporary stock piles for excavation will be located away from residents or screened from views to the extent practicable to minimize visual disruption. 	CDOT Design Engineering and Environmental	Design
23	Visual Resources/ Aesthetics	Potential increase in night sky light due to street and roadway lighting	Minimize new lighting where needed and install dark-sky compliant lighting at the lowest allowable height while minimizing incidental light spill onto adjacent properties and backscatter into the night-time sky. Light fixtures will have non-glare finishes that will not cause reflective daytime glare.	CDOT Design Engineering and CDOT Construction Engineering	Design Construction
24	Visual Resources/ Aesthetics	Enhancement between project elements and the landscape	During design, care will be taken to address the visual compatibility of the project with the surrounding landscape, including the consideration of design strategies/aesthetics, by continued coordination with the City of Wheat Ridge and CDOT (including the CDOT Region 1 Landscape Architect).	CDOT Design Engineering	Design

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25	Hazardous Materials	Potential subsurface contamination	Workers should be alert during excavations for any visual or olfactory signs of contamination. If soil and/or groundwater contamination is encountered, work should stop immediately and the procedures outlined in the CDOT Specification 250 and subsection 107.25.8 should be followed.	CDOT Construction Engineering	Construction
26	Hazardous Materials	Full and partial property acquisition	An American Society for Testing and Materials (ASTM)-compliant Phase I Environmental Site Assessment should be completed before taking any additional ownership interested for properties considered for acquisition. Based on the results of those assessments, specific management practices for areas where contamination could be encountered during construction, or parcels where right-of-way is acquired in these areas may be necessary.	CDOT Design Engineering and CDOT Construction Engineering	Design Construction
27	Hazardous Materials	Potential to encounter hazardous materials – lead containing paint (LCP)	Metal components painted with lead containing paint (LCP) should be removed and recycled in accordance with CDOT Specification 250.04 and Occupational Safety and Health Administration (OSHA) Regulation 1926.62. The selected contractor and recycling center should be notified of the presence of LCP on these metal structures. Further, the contractor should avoid sanding, cutting, burning, or otherwise causing the release of lead from paint on structures or bridge components. These should be removed carefully and properly recycled. OSHA Regulation 1926.62 should be consulted for worker protection before removing painted components.	CDOT Design Engineering and CDOT Construction Engineering	Design Construction
28	Hazardous Materials	Potential to encounter hazardous materials – asbestos containing material	The Colorado Department of Public Health and Environment (CDPHE), Air Quality Control Commission (AQCC), Regulation Number 8 Part B requires that, if a bridge structure will be demolished, the affected structure must be surveyed by a certified asbestos building inspector, unless an architect certifies that the structure was constructed with asbestos-free building materials. Therefore, surveys for asbestos-containing building materials must be conducted on the structures per regulations since they will be demolished as part of the Project.	CDOT Design Engineering and CDOT Construction Engineering	Design Construction


#	Mitigation Category	Impact	Mitigation Commitment From Source Document	Responsible Branch	Timing/Phase that Mitigation will be Implemented
29	Hazardous Materials	Potential to encounter hazardous materials – asbestos contaminated soil	In the event that suspected asbestos containing material is encountered from either previously demolished structures or with buried utilities, workers must follow CDOT Specification 250.07 – Asbestos-Containing Material (ACM) Management and CDOT Asbestos-Contaminated Soil Management Standard Operating Procedure. Additionally, depending on the type of ACM, this material must also be abated in accordance with either Section 5.5 of the Solid Waste Regulations, or Regulation No. 8 of the CDPHE, AQCC Regulations.	CDOT Construction Engineering	Construction
30	Project Completion	All construction impacts	Before final conclusion of the Project and 45 days prior to Project completion, the Contractor/City of Wheat Ridge shall submit to CDOT a final memorandum stating that all of the environmental mitigation commitments listed in this FONSI Table 1 Summary of Impacts and Mitigation for the Proposed Action Alternative, I-70/Kipling Interchange have been documented and fulfilled, along with a summary detailing any of the environmental BMPs that were used on the Project. The memorandum should be addressed to the CDOT Region 1 environmental project manager (currently Jessica Myklebust) at jessica.myklebust@state.co.us . This summary of completion will be reviewed by CDOT and forwarded to FHWA for Acceptance before Project close-out can occur.	CDOT Environmental	Construction

5. WHAT COMMENTS WERE RECEIVED ON THE EA?

A total of 22 comments were received, with 21 comments received from individuals and one comment received from representatives of agencies and other organizations. The comments generally noted preference for the DDI alternative and questions regarding other interchange alternatives, the traffic operations and layout of the DDI, and construction.

Images of the comments are provided below in **Table 2**. Within Table 2, comments are organized first by date, then alphabetically by the last name of the commenter. For ease of reference, each comment has been assigned a unique ID number with numbers running sequentially beginning with Comment Number 1.


Table 2. Public and Agency Comments Received and Responses to Comments


ID #	Comment	Response
1	<p>From: Monroe, Douglas [mailto:Douglas.Monroe@RTD-Denver.com] Sent: Monday, January 28, 2019 7:25 AM To: Leah Langerman <Leah.Langerman@deainc.com> Subject: RE: I-70/Kipling Interchange Environmental Assessment Available for Public Review</p> <p>Hi Leah,</p> <p>I think it's outside the boundary of this document, but are you including a northbound bus stop on the south side of I-70? I see the stops relocated from 49th to 50th, and I don't think the southbound stop south of 48th was impacted, but I wanted to verify that the northbound stop south of I-70 would be included.</p> <p>Thanks,</p> <div style="display: flex; align-items: center;">  <div> <p>Doug Monroe, AICP Manager, Corridor Planning (Operations) Regional Transportation District 1560 Broadway, FAS-71 Denver, CO 80202</p> <p>o 303.299.2213 c 720.441.4783 rtd-denver.com</p> </div> </div>	<p>Response to Comment #1:</p> <p>With the construction of the 48th Avenue intersection, the northbound stop south of I-70 will be shifted south of the intersection with the project. All bus stop impacts and new locations will be coordinated with RTD during final design.</p>


ID #	Comment	Response
2	<p>From: noreply=state.co.us@codot.gov [mailto:noreply=state.co.us@codot.gov] On Behalf Of noreply@state.co.us Sent: Friday, February 1, 2019 3:50 PM To: noreply@state.co.us Cc: i70Kipling@state.co.us Subject: Comment: I-70 Kipling Interchange Project</p> <p>Is your comment in reference to the 30-day public review? Yes</p> <p>Do you want your mailing address and/or email address published in the decision document? No</p> <p>First and Last Name Gary Scofield</p> <p>Email</p> <p>Organization (if applicable) retired</p> <p>Phone</p> <p>Mailing Address</p> <p>Please provide any comments you have on the Proposed Action, No Action Alternative, environmental impacts, or any other project-related topics.</p> <p>I like the design and traffic flows. It looks to be a much better pattern and provides for easier accesses without the present issues of all the present left turns involved in all the adjoining streets to Kipling right off I 70. I do think the heavy traffic flows North on Kipling and then on to the East bound I 70 may be the most congested part of the new interchange because of only one lane. But I see no way to correct for this. Even though I don't normally use that entrance on to I 70, except for from South bound Kipling now. I do use the to be closed street access on to that feeder road to go to Kettleon and have found it rather busy now getting across the street on that quick left turn during rush hours while pulling my Travel Trailer. It is also what I like best on the north bound side of kipling. I find a lot of traffic exiting I 70 west bound on to Kipling wants to make that immediate left turns on to that feeder road without getting into the proper right lane to turn on to kipling and then make that first quick first left turn. So thanks to all for the design and the well thought out improved flows through that intersection. I often avoid this intersection because of the congestion even well before rush hours by taking Garrison under I 70. If only you could improve south bound Kipling on the intersection before this one. (44th or 48th)</p>	<p>Response to Comment #2:</p> <p>Traffic analysis of the DDI configuration shows that the single right turn lane from northbound Kipling Street to Eastbound I-70 will operate well with minimal delay and queuing.</p>


ID #	Comment	Response
3	<p>Sent: Thursday, February 7, 2019 1:48 PM To: Leah Langerman Subject: I-70 Kipling Interchange</p> <p>Hi Leah –</p> <p>Has the DDI interchange been approved at the I-70 Kipling location? I see that it’s still up for public comment but didn’t think it was up for a vote. If the DDI interchange is approved, will the main lanes of freeway bridge stay the same or will they be elevated or lowered?</p> <p>Thank you for your help –</p> <p>Kent</p> <p>Kent Saunders</p>	<p>Response to Comment #3:</p> <p>The DDI was the Proposed Action Alternative in the EA. It is not up for a vote, but public input was gathered throughout the 30-day public review of the EA document and was considered by CDOT and FHWA prior to issuing a decision document to finalize the NEPA process.</p> <p>In the DDI configuration, I-70 will remain over Kipling Street. The new bridge will be elevated over Kipling Street, which will be at roughly the same elevation as the old bridges, and the approaches on I-70 will be smoothed out to increase sight distance.</p>
4	<p>Comment received via the project email address on February 11, 2019</p> <p>To: dot_i70kiplingnepa@state.co.us</p> <p>Hello - I am reviewing the Appendix A11 Noise Memorandum document and before I get too deep I wanted to understand how the study boundary area was determined. I live on Independence Street between 44th and I-70 and noticed my area is not included in any impact analysis.</p> <p>Thank you, Liz</p> <p>-- Liz O. Daigle</p>	<p>Response to Comment #4:</p> <p>The Noise Technical Report defined the study area as; The area within a 500-foot buffer around the extents of a project that must be considered in the noise analysis. The 500-foot buffer is measured from the edge of the roadway pavement, not the highway centerline. If there is a reasonable expectation that noise impacts would extend beyond 500 feet from the edge of the roadway, the study area is expanded to include those receptors.</p>
5	<p>Sent: Monday, February 11, 2019 4:46 PM To: Leah Langerman Subject: RE: I-70 Kipling Interchange</p> <p>Thanks so much Leah -</p> <p>We're just looking at possible visibility changes to the business signage at the intersection (whether things get better or worse). I think you answered my questions - it's not likely to change much from the main traveled lanes of the freeway I'm assuming? Sound walls, etc..</p> <p>Thanks again!</p> <p>Kent</p>	<p>Response to Comment #5:</p> <p>The visibility of business signage from I-70 is not likely to change.</p>


ID #	Comment	Response
6	<p>From: noreply=state.co.us@codot.gov on behalf of noreply@state.co.us Sent: Monday, February 11, 2019 1:13 PM To: noreply@state.co.us Cc: i70Kipling@state.co.us Subject: Comment: I-70 Kipling Interchange Project</p> <p>Is your comment in reference to the 30-day public review? Yes</p> <p>Do you want your mailing address and/or email address published in the decision document? Yes</p> <p>First and Last Name Teresa Walter</p> <p>Email dandtw@q.com</p> <p>Organization (if applicable) Phone Mailing Address 4025 Dover St Wheat Ridge, CO 80033</p> <p>Please provide any comments you have on the Proposed Action, No Action Alternative, environmental impacts, or any other project-related topics.</p> <p>A While the need for change for the I-70 and Kipling St interchange is undeniable I question the need to bring in the diverging diamond style of interchange for this area. It has been my experience with the McCaslin interchange that this type of configuration may be preferable in a busy business area but the area of I-70 and Kipling is not one of those areas. Certainly there are businesses but we do not have busy malls or football stadiums to warrant such a design. Our area is of suburban neighborhoods with many commuters that cause the congestion only during rush hour and sometimes on Saturday. I feel that the diverging diamond interchange design is overkill, a use of funding in excess and not needed for this area.</p> <p>B I agree that land acquisitions are inevitable and needed for this project and I would support a tight diamond design with 2 lane South and 2 lane North from a I-70 West bound on ramp and a 3 lane North and 2 lane I-70 East bound ramp from Kipling North. I would even support a flyover design from I-70 to North Kipling, leaving the current off ramp for South bound traffic only.</p> <p>C At a high cost, but most likely comparable to the diverging diamond is the directional interchange design which would fit nicely in this area and keep us all flowing in one direction. It seems that road designs in Colorado are a follow-the-leader idea instead of what may be best for the area.</p> <p>D Please re-evaluate the need, the design and the costs. There are many older residents in the area and I wonder if you have take that into account?</p> <p>E Diverging for I70 and I-25, yes, it makes sense but not I-70 and Kipling.</p> <p>F What are the plans for transportation routes during construction? You know that we can't take light rail as an alternative!</p>	<p>Response to Comment #6:</p> <p>A – Building on an alternatives evaluation conducted with the <i>I-70 Kipling Interchange PEL Study</i> (CDOT, 2013) that considered 36 alternatives, four alternatives were screened to evaluate and compare how well each alternative would perform to meet the Purpose and Need and to identify what potential impacts each alternative would have. The DDI Alternative was chosen as the Proposed Action Alternative because it provides substantial safety benefits with reduced multimodal conflict areas and improved vehicular operations and it provides the highest capacity and least conflict points of the alternatives considered. The conceptual cost estimate for the DDI Alternative was similar in magnitude to the other action alternatives considered.</p> <p>B – A fully directional interchange was evaluated with the <i>I-70 Kipling Interchange PEL Study</i> (CDOT, 2013). It was not carried forward due to property impacts, added safety concerns of speed differentials and multimodal conflicts with flyover ramp connections on Kipling Street, and substantially higher cost for multiple flyover ramp structures.</p> <p>C – The facility users and driver types for the interchange area, such as commuters, residents of varying ages, and unfamiliar drivers visiting the surrounding gas stations and hotels, were considered in the interchange evaluation. FHWA research on driver behavior through a DDI that considered various driver ages showed that wrong-way movements and other types of driver errors were no more likely with the DDI configuration than with a conventional diamond interchange (FHWA, 2012).</p> <p>D – As described in Table 1 for the summary of mitigation commitments, I-70 and Kipling Street will remain open to traffic during construction. Short-term road closures may be allowed for construction activities. A robust public outreach effort with timely and frequent updates will be required and lane closures will be avoided to the greatest extent possible.</p>


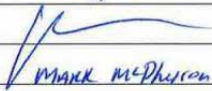
ID #	Comment	Response
7	<div data-bbox="247 256 556 349">  <p>I-70/Kipling Interchange NEPA and Preliminary Design Project</p> </div> <div data-bbox="682 235 1155 316" style="text-align: center;"> <p>ENVIRONMENTAL ASSESSMENT COMMENT FORM</p> </div> <p>YOUR NAME: <u>TERREL Agy</u></p> <p>CONTACT INFORMATION</p> <p>ADDRESS: _____</p> <p>CITY, STATE, ZIP: _____</p> <p>EMAIL: _____</p> <p><input checked="" type="checkbox"/> Please check if you do not want your contact information published in the decision document.</p> <p>Please provide any comments you have on the Proposed Action Alternative (see map on reverse), No Action Alternative, environmental impacts, or any other project-related topics.</p> <p><i>Subject: Level of traffic on S. Service Rd, East of Kipling</i></p> <p><i>Many people use this service rd whenever I-70 east bound is heavy with traffic. So much so that getting on the service rd at these times is often impossible from Grand St. With the new I-70/Kipling interchange, it could even get worse.</i></p> <p><i>How about a traffic study (# of cars using it) before and after the project so that we all know if traffic is actually better or worse.</i></p> <p style="text-align: center;"><i>Terrel Agy</i></p> <p><i>Possible solutions - low speed limit (enforced)</i></p> <ul style="list-style-type: none"> <i>- speed bumps</i> <i>- stop signs</i> 	

ID #	Comment	Response
8	<div data-bbox="247 253 535 315">  I-70/Kipling Interchange </div> <div data-bbox="688 233 1192 310"> <p align="center">ENVIRONMENTAL ASSESSMENT COMMENT FORM</p> </div> <div data-bbox="247 326 1203 350"> <p align="center">NEPA and Preliminary Design Project</p> </div> <div data-bbox="365 375 1100 586"> <p>YOUR NAME: <u>Sunny Garcia</u></p> <p>CONTACT INFORMATION</p> <p>ADDRESS: <u>4304 Hoyt St</u></p> <p>CITY, STATE, ZIP: <u>WR. 80033</u></p> <p>EMAIL: <u>Sundish76@gmail</u></p> </div> <div data-bbox="321 591 1029 613"> <p><input type="checkbox"/> Please check if you do not want your contact information published in the decision document.</p> </div> <div data-bbox="289 631 1163 719"> <p>Please provide any comments you have on the Proposed Action Alternative (see map on reverse), No Action Alternative, environmental impacts, or any other project-related topics.</p> </div> <div data-bbox="289 721 1163 1219"> <p><u>The proposed action plan will be a long term gain to the city and its Residence.</u></p> <p><u>The area as it is now is becoming increasingly dangerous and congested. Construction will be a painful time but we will all get through it. Looking forward to future updates, wanting to know more about funding the project. (How and when).</u></p> </div>	

ID #	Comment	Response
9	<div data-bbox="247 256 569 354">  <p>I-70/Kipling Interchange NEPA and Preliminary Design Project</p> </div> <div data-bbox="695 235 1192 311" style="text-align: center;"> <p>ENVIRONMENTAL ASSESSMENT COMMENT FORM</p> </div> <p>YOUR NAME: <u>MIKE HORBATKO</u></p> <p>CONTACT INFORMATION</p> <p>ADDRESS: _____</p> <p>CITY, STATE, ZIP: _____</p> <p>EMAIL: <u>HORBATKO MICHAEL @ MSN.COM.</u></p> <p><input type="checkbox"/> Please check if you do not want your contact information published in the decision document.</p> <p>Please provide any comments you have on the Proposed Action Alternative (see map on reverse), No Action Alternative, environmental impacts, or any other project-related topics.</p> <p><u>IF A DRIVER TAKES ANY OF THE 4 EXIT RAMP OFF I70 AND CHANGES HIS/HER MIND AND NOT EXIT WILL IT BE POSSIBLE TO CONTINUE "THROUGH" THE INTERSECTION ON THE NORTH OR SOUTH SIDE OF I-70? IF NOT IS THERE ANY PLAN TO HAVE A PASS THROUGH AT ONE OF THE 4 TRAFFIC LIGHTS AND RETURN TO I-70 GOING EAST OR WEST?</u></p>	<p>Response to Comment #9:</p> <p>At the crossover intersections of the DDI, it will not be possible to travel from the off ramp straight through the intersection to the on ramp. If someone exits I-70 and wants to immediately get back on the freeway in the same direction, the driver will be able to make a U-turn maneuver at the first traffic signal adjacent to the interchange, at the South Frontage Road or the 50th Avenue intersection, to return to the interchange and turn right onto the on ramp.</p>

ID #	Comment	Response
10	<div style="text-align: center;">  I-70/Kipling Interchange NEPA and Preliminary Design Project </div> <div style="text-align: center; margin-top: 20px;"> ENVIRONMENTAL ASSESSMENT COMMENT FORM </div> <p>YOUR NAME: <u>Jerry Lewis</u></p> <p>CONTACT INFORMATION</p> <p>ADDRESS: _____</p> <p>CITY, STATE, ZIP: <u>Arvada</u></p> <p>EMAIL: _____</p> <p><input checked="" type="checkbox"/> Please check if you do not want your contact information published in the decision document.</p> <p>Please provide any comments you have on the Proposed Action Alternative (see map on reverse), No Action Alternative, environmental impacts, or any other project-related topics.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>A <u>These new "diverging diamond" intersections are extremely confusing to us older folks. Instead of a stop light where you want to turn you have a stop light a block away. You still have a stop light.</u></p> <p>B <u>You say that eliminating one stop light at the 99th Ave intersection will solve the timing problem. If Arvada and Wheatridge would get together and time these lights correctly, that would go a long way to solving some, if not most, of the congestion problems. Everybody uses the DRCOG timing program and the 90 second cycle. Surely there has to be a better computer program to solve these issues.</u></p> <p>C <u>The population of Arvada is ageing. No more confusion is what is needed.</u></p> </div>	

ID #	Comment	Response
11	<div data-bbox="247 297 537 391">  <p>I-70/Kipling Interchange NEPA and Preliminary Design Project</p> </div> <div data-bbox="701 272 1199 354" style="text-align: center;"> <p>ENVIRONMENTAL ASSESSMENT COMMENT FORM</p> </div> <p>YOUR NAME: <u>Jeff Lormand</u></p> <p>CONTACT INFORMATION</p> <p>ADDRESS: <u>4085 Cady ST.</u></p> <p>CITY, STATE, ZIP: <u>W.R. CO 80033</u></p> <p>EMAIL: <u>Jeff.Lormand@parsons.com</u></p> <p><input type="checkbox"/> Please check if you do not want your contact information published in the decision document.</p> <p>Please provide any comments you have on the Proposed Action Alternative (see map on reverse), No Action Alternative, environmental impacts, or any other project-related topics.</p> <p><u>My biggest concern is how and to what extent CDOT will be applying CSS. Outside of TRFX, what I have seen is pablum - a token tossed to the locals, but not reflective of community and not utilizing current technologies to apply aesthetics to the project elements. Aesthetics are not taked on elements but integral to the design of the project. Please work with the community and fight to create a project worthy of us all.</u></p>	<p>Response to Comment #11:</p> <p>As described in Table 1 for the summary of mitigation commitments, care will be taken during final design to address the visual compatibility of the project with the surrounding landscape, including the consideration of design strategies/aesthetics. Continued coordination with the City of Wheat Ridge and CDOT (including the CDOT Region 1 Landscape Architect) will be required during final design of the interchange reconstruction.</p>

ID #	Comment	Response
12	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">  <p>I-70/Kipling Interchange</p> <p>NEPA and Preliminary Design Project</p> </div> <div style="text-align: center;"> <p>ENVIRONMENTAL ASSESSMENT COMMENT FORM</p> </div> </div> <p>YOUR NAME: <u>MARK McPherson / NATURAL GROCERS</u></p> <p>CONTACT INFORMATION</p> <p>ADDRESS: <u>371 S. LINCOLN ST</u></p> <p>CITY, STATE, ZIP: <u>DENVER, CO 80113</u></p> <p>EMAIL: <u>mmcpherson@equityventures.co.com</u></p> <p><input type="checkbox"/> Please check if you do not want your contact information published in the decision document.</p> <p>Please provide any comments you have on the Proposed Action Alternative (see map on reverse), No Action Alternative, environmental impacts, or any other project-related topics.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>A <u>NATURAL GROCERS AND EQUITY VENTURES WOULD LIKE TO HAVE FURTHER ANALYSIS ON THE SOUTHBOUND LEFT HAND TURN ACCESS TO THE NATURAL GROCERS PROPERTY AS OUTLINED IN OUR LETTER, AND MORE IMPORTANTLY FOR THE INTERIM CONDITION (EARLY ACTION PROJECT #2). WE ALSO REQUEST THAT IF THE LEFT HAND TURN CANNOT BE PROVIDED IN THE DEVELOPING DIAMOND INTERCHANGE, THAT ADDITIONAL SIGNAGE BE PROVIDED TO INFORM SOUTHBOUND KIPLING TRAFFIC TO TURN LEFT AT 50th & TRAVERSE THRU THE NEIGHBORS PROPERTY TO NATURAL GROCERS.</u></p> <p>B <u>THIS STORE WILL UNFORTUNATELY HAVE TO CLOSE IF A WIN/WIN SOLUTION CANNOT BE ACCOMMODATED. PLEASE CALL TO FURTHER DISCUSS AT (785) 925-1027.</u></p> </div> <p style="text-align: center; margin-top: 20px;">Thanks,  MARK McPherson</p>	<p>Response to Comment #12:</p> <p>A – The project team coordinated extensively with Natural Grocers representatives during the development of the conceptual design and EA. The southbound left turn access at the Natural Grocers driveway was evaluated for impacts to traffic operations and safety. There is a history of approach turn crashes at the 49th Avenue traffic signal, and similar crashes are expected by providing an unsignalized southbound left turn at or north of the 49th Avenue intersection. Kipling Street is a high-volume, regional arterial corridor and access should be managed to avoid unsafe and congested conditions. Each access point creates potential conflicts between through traffic and traffic using the access and each conflict is a potential crash.</p> <p>The purpose of the I-70/Kipling Interchange project is to reduce congestion, optimize operations, improve safety, and accommodate multimodal connections at the I-70/Kipling Street interchange. The project cannot include new elements which introduce potential safety and operational issues.</p> <p>The early action project consisting of adding a second right turn lane from the Westbound I-70 Off Ramp and removal of the 49th Avenue traffic signal will establish the ultimate planned traffic patterns north of I-70. CDOT jurisdiction terminates at 49th Avenue; Wheat Ridge may elect to request further study of left-turn-in access for the early action project, but future DDI operation and safety depends on the removal of southbound lefts in this area. Safety will remain a key evaluation factor with any proposed access.</p> <p>B – Business signage along Kipling Street in the project area is the purview of the City of Wheat Ridge. Area businesses will need to coordinate with the City of Wheat Ridge for additional business signage and cross-access agreements.</p>

13



ENVIRONMENTAL ASSESSMENT COMMENT FORM

NEPA and Preliminary Design Project

YOUR NAME: Jenny + Joshua Meyer
 CONTACT INFORMATION
 ADDRESS: _____
 CITY, STATE, ZIP: _____
 EMAIL: _____

Please check if you do not want your contact information published in the decision document.

Please provide any comments you have on the Proposed Action Alternative (see map on reverse), No Action Alternative, environmental impacts, or any other project-related topics.

A We understand the need for the traffic flow improvement. Kipling is a nightmare. While looking at the flow of traffic on/off the highway, please DO NOT FORGET Kipling traffic volume both north + south of I-70. If you put the DDI in place + ignore the rest of Kipling, the bottle neck will build up as soon as you pass through the DDI, because it's too narrow. Also, we understand some properties need to be acquired, however, it is vitally important to help long standing business in Wheat Ridge (Darson's Ski Sport) find + set up shop in Wheat Ridge prior to the Kipling location closure.

B This SHOULD NOT drive them out business or out of Wheat Ridge! They are a major support in our city + have have been for years. Change is needed but please don't touch those businesses that are vital to our city. Also, discuss access issues with Natural Grocers. We've worked a long time for them + love their business.

C (see reverse side) Thank you!


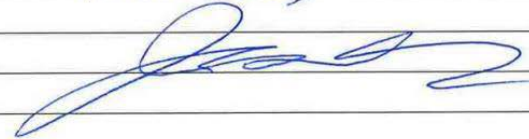
Response to Comment #13:


A – The operational analyses completed for the study included the traffic volumes and movements along Kipling Street from 44th Avenue to 50th Avenue. Additional lanes on Kipling Street are included in the design at and between the South Frontage Road and 49th Avenue intersections.


The traffic operational analyses and design at the I-70/Kipling interchange considered a separate planned and funded project to widen Kipling Street from four lanes to six lanes From Colfax Avenue to I-70. That project is in the DRCOG 2040 Metro Vision Regional Transportation Plan (DRCOG, 2018) for the 2030 – 2040 planning years.


B – Potential business relocations have been communicated to affected property and business owners during the development of the conceptual design and EA. Property acquisitions will conform to requirements set forth in the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Public Law 91-646 as amended). CDOT cannot dictate where a business chooses to relocate to, or whether the business owners choose not to reopen elsewhere.

C – Please see response to comment #12A regarding the Natural Grocers access.

ID #	Comment	Response
14	<div data-bbox="241 256 571 358">  <p>I-70/Kipling Interchange NEPA and Preliminary Design Project</p> </div> <div data-bbox="693 235 1207 316" style="text-align: center;"> <p>ENVIRONMENTAL ASSESSMENT COMMENT FORM</p> </div> <p>YOUR NAME: <u>Josh Pearlman</u></p> <p>CONTACT INFORMATION</p> <p>ADDRESS: <u>5101 Kipling ST.</u></p> <p>CITY, STATE, ZIP: <u>wheat Ridge, CO 80033</u></p> <p>EMAIL: <u>jpearlman@safesplash.com</u></p> <p><input type="checkbox"/> Please check if you do not want your contact information published in the decision document.</p> <p>Please provide any comments you have on the Proposed Action Alternative (see map on reverse), No Action Alternative, environmental impacts, or any other project-related topics.</p> <p><u>Project looks Great!</u> <u>Long over Due! Please find the \$</u> <u>and get things moving.</u></p> <p style="text-align: center;"><u>Thanks,</u></p> <p style="text-align: center;"></p>	

ID #	Comment	Response
15	<div data-bbox="241 251 535 349">  <p>I-70/Kipling Interchange NEPA and Preliminary Design Project</p> </div> <div data-bbox="672 235 1155 308" style="text-align: center;"> <p>ENVIRONMENTAL ASSESSMENT COMMENT FORM</p> </div> <p>YOUR NAME: <u>Lee Porter</u></p> <p>CONTACT INFORMATION</p> <p>ADDRESS: <u>11254 W 28th Pl</u></p> <p>CITY, STATE, ZIP: <u>Lakewood CO 80215</u></p> <p>EMAIL: <u>bleeveb@yahoo.com</u></p> <p><input type="checkbox"/> Please check if you do not want your contact information published in the decision document.</p> <p>Please provide any comments you have on the Proposed Action Alternative (see map on reverse), No Action Alternative, environmental impacts, or any other project-related topics.</p> <div style="border: 1px solid black; padding: 5px;"> <p>A Wheat Ridge is terrible at synchronizing lights and using roundabouts. I think if they did those two things there would not be as much of a problem as their is. If funding for this project is unknown and could possibly be years away perhaps more effort could and should be made towards these two things. Also</p> <p>B if there were more bridges over the Clear Creek it would make it so traffic was not so concentrated on Kipling, Wadsworth and Sheridan. Most cities with waterways through cities have more bridges.</p> <p>I would also hope noise mitigation would be done as the valley that I-70 travels through is lower than the houses nearby and the noise levels are intense where there are no noise barriers</p> </div>	

ID #	Comment	Response
16	<div data-bbox="247 256 533 313">  I-70/Kipling Interchange </div> <div data-bbox="695 233 1192 310" style="text-align: center;"> ENVIRONMENTAL ASSESSMENT COMMENT FORM </div> <div data-bbox="247 326 1205 350" style="background-color: #4CAF50; color: white; padding: 2px;"> NEPA and Preliminary Design Project </div> <p>YOUR NAME: <u>Janet Prehn</u></p> <p>CONTACT INFORMATION</p> <p>ADDRESS: <u>11910 W. 76th Dr</u></p> <p>CITY, STATE, ZIP: <u>Arvada 80005</u></p> <p>EMAIL: _____</p> <p><input type="checkbox"/> Please check if you do not want your contact information published in the decision document.</p> <p>Please provide any comments you have on the Proposed Action Alternative (see map on reverse), No Action Alternative, environmental impacts, or any other project-related topics.</p> <p><i>Although I'm an avid Denver Post and Arvada Press reader, I didn't see anything about the proposal 110 and the I-70/Kipling interchange. So, for me, the word was not gotten out. I have been waiting since 2013 for project to begin. I did vote for 110 (I always vote yes on local projects; schools) but did not know details. I came to meeting tonight to ask when the project would begin and found out since 110 didn't pass, it starting date completely up in air</i></p>	<p>Response to Comment #16: Comment noted.</p>

ID #	Comment	Response
17	<div style="text-align: right;"> <p>ENVIRONMENTAL ASSESSMENT COMMENT FORM</p> </div>  <p>I-70/Kipling Interchange NEPA and Preliminary Design Project</p> <p>YOUR NAME: <u>Kathryn Schoemann</u></p> <p>CONTACT INFORMATION</p> <p>ADDRESS: _____</p> <p>CITY, STATE, ZIP: _____</p> <p>EMAIL: _____</p> <p><input checked="" type="checkbox"/> Please check if you do not want your contact information published in the decision document.</p> <p>Please provide any comments you have on the Proposed Action Alternative (see map on reverse), No Action Alternative, environmental impacts, or any other project-related topics.</p> <p>A - EA States Long term construction near Sensitive receptors CAN be a Health concern. However, duration of project is not long term because less than 5yrs - I Am concerned that if construction runs 2hrs a day it will have health impacts even if less than 5yrs</p> <p>B - EA States will be localized Diesel Emissions sources as well as Land Disturbance during construction. I Am very concerned about Diesel Emissions due to being elderly and Diabetic. Bothers me.</p> <p>C - EA Had conflicting statements on water. It appears that the water in Clear Creek could be permanently affected in a negative way but will not be mitigated. This is a concern.</p> <p>D - EA States that Air Quality Impacts from construction can be a concern. I Am very concerned about the concrete dust in my area</p>	

ID #	Comment	Response
18	<p>From: noreply=state.co.us@codot.gov on behalf of noreply@state.co.us Sent: Wednesday, February 13, 2019 9:19 AM To: noreply@state.co.us Cc: i70Kipling@state.co.us Subject: Comment: I-70 Kipling Interchange Project</p> <p>Is your comment in reference to the 30-day public review? Yes</p> <p>Do you want your mailing address and/or email address published in the decision document? No</p> <p>First and Last Name Jim Fabinski</p> <p>Email</p> <p>Organization (if applicable) Phone Mailing Address</p> <p>Please provide any comments you have on the Proposed Action, No Action Alternative, environmental impacts, or any other project-related topics. The map on page 22 of the report clearly indicates the lack of safe north-south bike routes across I-70 and SH58 for several miles. The report does not specify how this project will improve bicycle connectivity, although multimodal connectivity is a goal of the project. A diverging diamond effectively addresses automobile connectivity. It does not work for bicycles without dedicated lanes through or around the interchange. The project should specifically address how bicycles can safely pass through this region in the north-south direction.</p>	<p>Response to Comment #18:</p> <p>As described in this FONSI (page 3), the Proposed Action Alternative includes pedestrian and bicycle facilities on both sides on Kipling Street between the north and south frontage road intersections. These new connections will tie into existing facilities or new facilities planned for construction by the City of Wheat Ridge or the City of Arvada. The sidewalk is planned to be six to eight feet wide. On-street bicycle lanes are assumed along Kipling Street through the interchange, connecting to the on-street bicycle lanes shown on the City of Wheat Ridge and Jefferson County bicycle plans. The specific width and treatment of the pedestrian and bicycle facilities to be carried through the interchange will be determined during final design, in order to effectively tie into the facilities to be planned and built by the local agencies north and south of the interchange.</p>

ID #	Comment	Response
19	<p>From: noreply=state.co.us@codot.gov on behalf of noreply@state.co.us Sent: Saturday, February 16, 2019 4:05 PM To: noreply@state.co.us Cc: i70Kipling@state.co.us Subject: Comment: I-70 Kipling Interchange Project</p> <p>Is your comment in reference to the 30-day public review? Yes</p> <p>Do you want your mailing address and/or email address published in the decision document? No</p> <p>First and Last Name Jon Berquist</p> <p>Email</p> <p>Organization (if applicable) Phone Mailing Address</p> <p>Please provide any comments you have on the Proposed Action, No Action Alternative, environmental impacts, or any other project-related topics.</p> <p>A Traffic backs up past 32nd Av heading north towards I-70 and isn't much better coming south. There are way to many controlled intersections with two lanes of traffic both ways. The plan as designed looks like the best option available without a complete redo to speed up traffic at the freeway and hopefully help up and down Kipling. I like the diverging diamond intersection idea.</p> <p>B One final thought - would a large traffic circle at the rec center work better than the stop light? Stopping a hundred vehicles to let out two cars seems crazy.</p>	<p>Response to Comment #19:</p> <p>A – Comment noted.</p> <p>B – The intersection at the Recreation Center on Kipling Street is not part of the scope of this project. The comment has been forwarded to City of Wheat Ridge.</p>

ID #	Comment	Response
20	<p>From: noreply=state.co.us@codot.gov on behalf of noreply@state.co.us Sent: Tuesday, February 19, 2019 1:56 PM To: noreply@state.co.us Cc: i70Kipling@state.co.us Subject: Comment: I-70 Kipling Interchange Project</p> <p>Is your comment in reference to the 30-day public review? No Do you want your mailing address and/or email address published in the decision document? No First and Last Name Thomas Griffin Email</p> <p>Organization (if applicable) Phone</p> <p>Mailing Address</p> <p>Please provide any comments you have on the Proposed Action, No Action Alternative, environmental impacts, or any other project-related topics. As a resident of the area, I use the Kipling interchange fairly often to get on and off of I-70. Having looked at the proposed styles of intersection proposed, I think a diverging diamond interchange is a great idea to make the traffic flow through the interchange smoother.</p> <p>I lived near McCaslin when it was switched over to a DDI and while I was weary at first to use it, once I did I was impressed by how quickly I moved through the intersection. I had avoided the McCaslin interchange as much as I could before it became a DDI, but afterwards it made traveling through the area so easy.</p> <p>Thank you for the options and time you've put forward in to this project.</p>	<p>Response to Comment #20: Comment noted.</p>

ID #	Comment	Response
21	<p>From: noreply=state.co.us@codot.gov on behalf of noreply@state.co.us To: noreply@state.co.us Cc: I70Kipling@state.co.us Subject: Comment: I-70 Kipling Interchange Project Date: Wednesday, February 20, 2019 10:41:09 AM</p> <hr/> <p>Is your comment in reference to the 30-day public review? Yes Do you want your mailing address and/or email address published in the decision document? No First and Last Name Dominique Lillo Email Organization (if applicable) Phone Mailing Address</p> <p>Please provide any comments you have on the Proposed Action, No Action Alternative, environmental impacts, or any other project-related topics. I am in complete support of the Proposed Action, specifically the Diverging Diamond interchange. I know some businesses will be bought to perform this project, but the immense improvement of traffic flow and safety, especially exiting westbound I-70 onto northbound Kipling, will be worth it. I have used the Diverging Diamond Interchange near the Flatirons Mall and in Cheyenne, Wyoming, and find them to teach drivers to be more aware of their surroundings.</p>	<p>Response to Comment #21: Comment noted.</p>

ID #	Comment	Response
22	<p>From: noreply=state.co.us@codot.gov on behalf of noreply@state.co.us To: noreply@state.co.us Cc: i70Kipling@state.co.us Subject: Comment: I-70 Kipling Interchange Project Date: Thursday, February 21, 2019 9:43:12 AM</p> <hr/> <p>Is your comment in reference to the 30-day public review? Yes</p> <p>Do you want your mailing address and/or email address published in the decision document? No</p> <p>First and Last Name Neil Gallensky</p> <p>Email</p> <p>Organization (if applicable) private citizen</p> <p>Phone</p> <p>Mailing Address</p> <p>Please provide any comments you have on the Proposed Action, No Action Alternative, environmental impacts, or any other project-related topics.</p> <p>I am strongly opposed to the project's proposed plan for limited / restricted access from I-70 westbound to the North Frontage Road (49th Avenue) between Kipling and Ward Road. I am a regular customer of the Brass Armadillo Antique Mall located on the North Frontage Road, and if this plan is approved I will now be forced to take a circuitous route north on Kipling to westbound 50th Avenue and then south on Miller Street through neighborhoods to get to my usual destination on the North Frontage Road. Seems counterproductive to improving safety, as well as guaranteeing increasing congestion and potential traffic conflict on 2 additional roads in the area. Not to mention the proposed traffic pattern being inconvenient and annoying to customers of businesses located along the North Frontage Road, with potential business impact, due to lost and frustrated customers. As other businesses on the North Frontage Roads have already stated in their comments which I reviewed briefly on the CDOT project website, this impediment to business access seems poorly thought out and short-sighted. Respectfully suggesting that until a better solution for Frontage Road access is found that this project needs to be tabled for additional review.</p> <p>Please note that I am a private citizen (who also happens to be an engineer), with no financial stake in any of these businesses. I was not requested to provide these comments by anyone, and am providing input of my own free will. I'm just a concerned taxpayer who wants to see tax dollars well invested in implementing a lasting solution that will not require what I predict to be likely added rework after implementation, due to impacts on the neighborhood and businesses on the North Frontage Road resulting from incomplete planning. Thanks for listening.</p>	<p>Response to Comment #22:</p> <p>As noted in Table 1 of this FONSI (page 11), the new access points and traffic movements may be initially confusing to area residents and business patrons. During construction and as part of the removal of the 49th Avenue traffic signal, new wayfinding signage will be provided to direct drivers to the new locations for accessing the North Frontage Road.</p> <p>The traffic movement to the North Frontage Road west of Kipling Street from westbound I-70 and northbound Kipling Street will be similar to as it exists today, with a left turn movement from Kipling Street at the first traffic signal following the Westbound I-70 Ramps traffic signal. With the project modifications at the Miller Street and North Frontage Road intersection, traveling straight on westbound 50th Avenue will lead directly to the North Frontage Road.</p> <p>50th Avenue and Miller Street west of Kipling Street are collector streets with adequate capacity to handle the additional traffic movements through the commercial area in the northwest quadrant of the interchange. Traffic movements are not shifted to residential streets.</p>

REFERENCES

CDOT. 2013. *Final Planning and Environmental Linkages (PEL) Report, I-70 & Kipling Interchange, PEL Study*. Colorado Department of Transportation (CDOT), July 2013. Accessed April 2018. (<https://www.codot.gov/projects/i70kiplingpel>)

DRCOG, 2018. *2040 Metro Vision Regional Transportation Plan*. DRCOG. Adopted 2018. Accessed February 2019. (<https://drcog.org/sites/default/files/resources/FINAL%20-%202040%20MVRTP%20-%20April%202018.pdf>)

FHWA 2012. *Techbrief: Driver Evaluation of the Diverging Diamond Interchange*, Report No. FHWA-HRT-07-048, April 2012. Accessed February 2019. (<https://www.fhwa.dot.gov/publications/research/safety/07048/>)

APPENDICES

PROVIDED ELECTRONICALLY ON THE ATTACHED FLASH DRIVE
OR ONLINE: WWW.CODOT.GOV/PROJECTS/I-70-KIPLING-INTERCHANGE

APPENDIX A:

ENVIRONMENTAL ASSESSMENT INTERSTATE 70/KIPLING STREET INTERCHANGE AND TECHNICAL REPORTS

APPENDIX B:

PUBLIC INVOLVEMENT SINCE PUBLICATION OF THE EA