
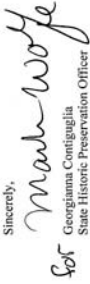





Commenter	Comment	Response to Comment
<p><b>STATE AND FEDERAL AGENCIES</b> Office of Archaeology and Historic Preservation, Mark Wolfe for Georgianna Contiguoglia Comment #1</p>	 <p><b>OFFICE of ARCHAEOLOGY and HISTORIC PRESERVATION</b></p> <p>August 28, 2007</p> <p>Brad Beckham Manager, Environmental Programs Branch Colorado Department of Transportation Environmental Programs Branch 4201 East Arkansas Avenue Denver, CO 80222</p> <p>Re: CDOT Project NH 0361-070; US 36 Corridor Draft Environmental Impact Statement/Draft Section 4(f) Evaluation; Section 106 Determinations of Effect for Historic Properties and Notification of Section 4(f) <i>De Minimis</i>. (CHS #41960)</p> <p>Dear Mr. Beckham,</p> <p>Thank you for your correspondence dated June 28, 2007 and received by our office on July 2, 2007 regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).</p> <p>Please find below general comments regarding the Section 106 review and the draft environmental impact statement (DEIS).</p> <ul style="list-style-type: none"> <li>The cover letter includes a discussion on the substitution of NEPA for the effect determination part of Section 106 [36 CFR 800.8(c)], but chapter 4.7 of the DEIS does not include any discussion regarding this substitution. Also, in the Executive Summary (page ES-14) historic and archaeological resources are discussed and Section 106 findings of effects are referenced. However, the Section 106 process is not mentioned. Section 106 is also not mentioned on page ES-18 under "Other Federal Actions Required."</li> <li>Page 4.7-8 cites that all three findings of effect under Section 106 are found under 36 CFR 800.5. However, the finding of <i>no historic properties affected</i> is found under 36 CFR 800.40(d)(1). The text 800.5(a)(1) direct and indirect effects, but does not mention cumulative effects, as stipulated in 36 CFR 800.5(a)(1).</li> <li>The chapter 4.7 refers to both interested parties and consulting parties. We recommend only using the term consulting parties when discussing consultations under Section 106.</li> </ul> <p>Please find below specific comments regarding the identified historic resources presented in chapter 4.7 of the DEIS. Staff used the detailed maps found in Chapter 7.6: Draft 4(f) Evaluation for the review of effects under Section 106. The maps provided in chapter 4.7 were at such a scale that staff was only able to use them as location maps and not able to use the maps to evaluate effects.</p> <p>After review of the provided information, we concur with the finding of <i>no adverse effect</i> under Section 106 for the resources listed below.</p> <ul style="list-style-type: none"> <li>SAM 1806: Advent Evangelical Lutheran Church</li> <li>5JF 2787/5JF 3787.2: Nivers Canal</li> <li>5JF 250/5JF 250.4: Farmers Highline Canal</li> <li>5JF 519/5JF 519.7: Burlington Northern Santa Fe Segment. No detailed map showing the proposed scope of work was provided in the DEIS.</li> <li>5BF 109: 11415 Wadsworth Boulevard</li> <li>5BL-5664/5BL-5664.1: Coal Creek Ditch. The map on page 7.6-32 lists resource number 5BL-5664 and 5BL-654.1 as 5BL-664 and 5BL-664.1.</li> <li>5BL-9577/5BL-9577.1: Louisville Reservoir Inlet</li> </ul> <p><b>COLORADO HISTORICAL SOCIETY</b> 1300 BROADWAY DENVER COLORADO 80203 TEL 303/866-3395 FAX 303/866-2711 <a href="http://www.coloradohistory.org">www.coloradohistory.org</a></p>	<p><b>Response to Comment #1-1:</b> A description of the substitution of Section 106 regulations within National Environmental Policy Act of 1969 (NEPA) is included in Section 4.7, Historic and Archaeological Preservation. Section 106 regulations have been referenced and are now described, as requested, in the Executive Summary.</p> <p><b>Response to Comment #1-2:</b> The citation for <i>No Historic Properties Affected</i> under 36 Code of Federal Regulations (CFR) 800.4(d)(1) has been corrected. A description of assessing cumulative effects under Section 106, specifically 36 CFR 800.5(a)(1), has been added to Section 4.7.</p> <p><b>Response to Comment #1-3:</b> The term "interested parties" has been replaced with "consulting parties" throughout Section 4.7.</p> <p><b>Response to Comment #1-4:</b> Detailed figures have been added to Section 4.7.</p> <p><b>Response to Comment #1-5:</b> A map for the BNSF Railway Segment (5JF519.7) has been included in Section 4.7. The site number for Coal Creek Ditch has been corrected and changed to 5BL5664 and 5BL5664.33 on Figure</p>



Commenter	Comment	Response to Comment
<p>Comment #1-5 (cont.)</p> <p>Comment #1-6</p> <p>Comment #1-7</p> <p>Comment #1-8</p> <p>Comment #1-9</p> <p>Comment #1-10</p> <p>Comment #1-11</p>	<ul style="list-style-type: none"> <li>• 5BL453/5BL453.2; Davidson Ditch</li> <li>• 5BL2719/5BL2719.38; Goodhue Ditch</li> <li>• 5BL5040/5BL5040.1; Shearer Ditch</li> <li>• 5BL3935; Anderson Extension Ditch. No detailed map showing the proposed scope of work was provided in the DEIS. Also, this resource is not included in Table 7.5-2, which lists the finding of <i>de minimis</i> for 4(f) properties (historic sites).</li> </ul> <p>After review of the provided information, we concur with the finding of <i>adverse effect</i> under Section 106 for the resources listed below.</p> <ul style="list-style-type: none"> <li>• 5AM1132/5AM1132.3/5AM1132.4; Allen Ditch</li> <li>• 5BF7/5BF7.2; Dry Creek Valley Ditch</li> <li>• 5BF9/5BF9.8/5BF9.9; West 120<sup>th</sup> Ave</li> <li>• 5BF9/5BF9.8/5BF9.9; Prentissone Heartth.</li> <li>• 5BL7529/5BL7529.3; US 36; Davidson Mesa to Foothills Parkway</li> </ul> <p>While staff was able to consult regarding the resources listed above that did not have associated detailed project maps showing the scope of work, we recommend including these maps in the final EIS so that we may be able to confirm our findings by viewing those maps.</p> <p>In regards to resource 5BF46/Shep's Grave, we do not object to the mitigation proposed for the re-location of resource follow project implementation.</p> <p>According to page 4.7-1, the post World War II subdivisions are currently under consideration by the State Historic Preservation Officer (SHPO). Actually, the SHPO has already reviewed and commented on the National Register-eligibility of the post World War II subdivisions. Currently, the subdivisions are being reviewed by the Keeper of the National Register (Keeper) in Washington D.C. We look forward to continued consultation on these resources follow the Keeper's findings.</p> <p>In regards to the proposed mitigation measures presented in Table 4.7-13, we recommend further consultation regarding the resolution of adverse effects. It is difficult to interpret from the table what mitigation measures would be appropriate for the adverse effects of the project.</p> <p>We acknowledge the use of the <i>de minimis</i> finding for the resources presented in Table 7.5-2. As mentioned above, resource 5BL3935 was not included in this table.</p> <p>If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.</p> <p>Sincerely,            for Georgianna Contigaglia          State Historic Preservation Officer</p> <p style="text-align: right; font-size: small;">CDOT Project #11 0361-076, US 36 DWEI EIS          August 28, 2007</p>	<p>7.4-25. Uses of Coal Creek Ditch (Map Identification Number 5BL664 for the Entire Ditch, and 5BL664.1 for the US 36 Crossing).</p> <p>A figure showing the Anderson Extension Ditch has been added to Section 4.7. The impacts are recommended as <i>de minimis</i> for the purposes of Section 4(f). The resource appears on Table 7.4-22, <i>De minimis</i> Uses of Section 4(f) Historic Resources by Segment, and has been evaluated for <i>de minimis</i> impacts, pending State Historic Preservation Officer (SHPO) concurrence.</p> <p><b>Response to Comment #1-6:</b>          In accordance with federal law, The Archaeological Resources Protection Act of 1979, 16 United States Code (U.S.C.) Section 470 hh "Confidentiality of Information Concerning Nature and Location of Archaeological Resources," we do not typically provide maps showing the scope of work for archeological resources in the Environmental Impact Statement (EIS).</p> <p><b>Response to Comment #1-7:</b>          Detailed figures of impacted resources have been included in Section 4.7.</p> <p><b>Response to Comment #1-8:</b>          Shep's Grave would be affected by the widening of United States Highway 36 (US 36) under all three build packages and would entirely be destroyed as a result of excavation and construction for the project. Effects to this resource will be mitigated by moving the monument and remains. CDOT will help the Broomfield Historical Society move the monuments that mark Shep's resting place to a more suitable location on the Broomfield Depot Museum grounds. This mitigation is now described in Section 4.7.</p> <p><b>Response to Comment #1-9:</b>          On February 9, 2009, concurrence was received from SHPO that these Post World War II Residential Developments were not eligible for the National Register of Historic Places (NRHP). See Appendix B, Consultation and Coordination, for the consultation letter. Section 4.7, and Section 2.7, Resolution of Issues, have been updated to reflect this status.</p> <p><b>Response to Comment #1-10:</b>          Further consultation on appropriate mitigation measures for adverse effects will occur with SHPO and consulting parties as part of the Section 106 Programmatic Agreement described in Section 4.7.</p>




Commenter	Comment	Response to Comment
<p>Colorado State Parks, Natural Areas Program, Rob Billerbeck Comment #2</p> <p>Comment #2-1 Comment #2-2 Comment #2-3</p>	 <p><b>Colorado Natural Areas Program</b></p> <p>1313 Sherman Street, Room 618 • Denver, Colorado 80203 • (303) 866-5203</p> <p>September 10, 2007</p> <p>US 36 Mobility Partnership c/o CDR Associates 100 Arapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p>To Whom It May Concern:</p> <p>The intent of this letter is to comment on the proposed expansion of Highway 36 in the Boulder area, and on potential impacts to the Colorado Tallgrass State Natural Area and South Boulder Creek State Natural Area. We have concerns that the impact to these properties could be significant in the long-term and that all viable alternatives, particularly for the location of the bike paths, have not been fully considered. As noted in the section 7.3 table in the EIS, these areas qualify for 4(f) status under the USDOT Act of 1966 in USC 503. This federal law requires that the least impact alternative be chosen to avoid impact to these important areas. They are noted as part of the Yunker and VanVliet parcels of Boulder Open Space lands. Based on that 4(f) status and the fact that these Colorado Natural Areas are of statewide importance, we are asking for three things to be considered by CDOT:</p> <ol style="list-style-type: none"> <li>1. Consideration be given to other alternatives for a bike path alignment or bike commuter improvements around major transportation hubs such as Table Mesa park and ride.</li> <li>2. Consideration be given to the new combined option presented by the Urban Partnership agreement, instead of Package 2 or package 4</li> <li>3. Additional mitigation of the loss of the rare mesic and xeric tallgrass community types, and review of the noxious weed treatment plan by the Natural Areas Program.</li> </ol> <p><b>Background</b></p> <p>The Colorado Natural Areas Program (CNAP) was established in 1977 by the Colorado Legislature to protect and preserve rare and unique natural features of statewide importance in Colorado through a statewide system of designated natural areas. The Program works with private and public landowners through cooperative agreements to help protect the special places representing Colorado's rich natural heritage. Designations are signed by the Governor of Colorado and designation agreements are appended to the deeds of the properties.</p> <p>The Colorado Tallgrass Prairie Natural Area is a 270 acre area designated in 1984 for:</p> <ul style="list-style-type: none"> <li>• the best/largest remnant of the unique tallgrass community that was once common along the Front Range, but is now exceedingly rare</li> <li>• habitat for rare birds including the grasshopper sparrow (<i>Ammodramus saviannarium</i>)</li> </ul> <p><small>STATE OF COLORADO • COLORADO STATE PARKS Bill Ritter, Governor • Hanson Sherman, Executive Director, Department of Natural Resources • Lynn M. Hunsaker, Director, Colorado State Parks • Rob Billerbeck, Colorado State Parks Colorado Natural Areas Council: Kathy Yelks, Chair • Dr. Lee Strohman, Vice-Chair • Dennis Brinkard, Board of Land Commissioners • Dennis Brinkard, Wildlife Commission • Dr. Tom Reedy, State Parks Board • Renee Kordauskas, Member Jill Ozanski, Member</small></p>	<p><b>Response to Comment #1-11:</b> Site 5BL3935, Anderson Extension Ditch, appears on Table 7.4-22. We request SHPO acknowledgement of the use of a <i>de minimis</i> finding for this resource and concurrence with our determination that the work will result in the Section 106 determination of No Adverse Effect.</p> <p><b>Response to Comment #2-1:</b> See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #2-2:</b> See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #2-3:</b> See the response to Comment #2-6 below.</p>

Commenter	Comment	Response to Comment
<p>Comment #2-4</p> <p>Comment #2-5</p>	<div style="text-align: center;">  <p><b>Colorado Natural Areas Program</b></p> <p>1313 Sherman Street, Room 618 • Denver, Colorado 80203 • (303) 866-3203</p> </div> <p>The South Boulder Creek Natural Area is a 1194 acre area designated in 2000 to preserve the habitats and occurrences of:</p> <ul style="list-style-type: none"> <li>the federally listed Preble's Meadow Jumping Mouse (<i>Zapus leucurus preblei</i>)</li> <li>the federally listed Ute Ladies' Tresses orchids (<i>Spiranthes alvistalis</i>)</li> <li>two fish of concern: plains topminnow (<i>Fundulus sciadicus</i>), orange spotted sunfish (<i>Lepomis humilis</i>);</li> <li>a declining grassland bird, the bobolink (<i>Dolichonyx oryzivorus</i>).</li> </ul> <p>The state has designated these areas to preserve the unique wildlife and vegetative communities and rare plants, and has determined that these areas are of statewide significance as examples of native condition and provide outstanding opportunities for scientific research in the fields of botany, ecology and zoology.</p> <p><b>Highway Expansion Packages</b></p> <p>The Colorado Natural Areas staff have reviewed the draft EIS and conducted an analysis using GIS data provided by City of Boulder Open Space and CDOT. Based on this analysis, we believe there will be significant impact to between 11 to 55 acres of these Natural Areas depending on which options are chosen. We are particularly concerned about the potential for long-term degradation from the secondary impacts (habitat fragmentation, noxious weeds, etc.). We appreciate the need for highway expansion and recognize that some impact to these areas is inevitable. The exact impacts from the proposed alternatives on the Natural Areas from this project were somewhat difficult to determine. The GIS data that was available to us did not have metadata, and there were questions about the actual bike path alignment, impact area and details at various points. Given what we were able to pull together, we believe that out of the options presented, that package 2 has less impact than package 4. There are some differences between option A and B on this package, but the EIS analysis suggests option A is the least overall impact to Preble's and Ute Ladies' tress orchid habitat, therefore, if we were limited to these existing alternatives, we believe package 2, option A would present the least long-term impacts. However, our understanding is that another alternative has emerged that takes the lowest impact options of package 2 and package 4 and puts them together. Our understanding is that this alternative has been detailed in the "Urban Partnership Agreement". We would like to see this alternative considered and see what the analysis shows in terms of impact to these two natural areas, as well as to the endangered species habitat along the whole project.</p> <p><b>Bicycle Commuter Options</b></p> <p>We have also analyzed the bicycle path alternatives presented in the EIS, and have concerns about whether the lowest impact alternatives have been fully evaluated for these options. Looking at overall conservation issues in the state, our program is very supportive of including alternative and lower energy transportation methods as part of this project. We want to support the idea of improving bicycle commuter options. However, the alternative of a 12 foot wide</p> <hr/> <p><small>STATE OF COLORADO • COLORADO STATE PARKS      Bill Ritter, Governor • Hanson Shrumlin, Executive Director, Department of Natural Resources • Larry Yoder, Deputy Director, Colorado State Parks • Gary Thomson, Deputy Director, Colorado State Parks • Colorado State Parks Board of Directors • Tom Rensky, State Parks Board • Ernest Strombel, Member Commission • Dennis Baughner, Wildlife Commission • Dr. Tom Rensky, State Parks Board • Ernest Strombel, Member • Jill Ozanski, Member      8 - State &amp; Federal Agencies - Page 4</small></p>	<p><b>Response to Comment #2-4:</b>          See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #2-5:</b>          See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p>




Commenter	Comment	Response to Comment
<p>Comment #2-6</p>	<div style="text-align: center;">  <p><b>Colorado Natural Areas Program</b></p> <p>1313 Sherman Street, Room 618 • Denver, Colorado 80203 • (303) 866-3203</p> </div> <p><b>Mitigation Considerations</b>                  We applaud CDOT for their diligence with biological surveys for Ute ladies' tress, Preble's meadow butterfly plants, burrowing owls, etc. as well as the appropriate mitigations in terms of wildlife crossings, native revegetation, and noxious weed treatment. We would like to suggest two minor additions to these mitigation proposals.</p> <p>First, we believe the impacts to the native tallgrass community are of concern and represent a chipping away at this important state resource. In the mitigations section of the EIS there is a consideration of mitigation and restoration for rare plants impacted, but we submit that the tallgrass community should be included with this. The mesic tallgrass community is tracked by the Colorado Natural Heritage program for its rarity, and is ranked as state imperiled (S2 level), the xeric tallgrass community is globally and state imperiled (G2S2). These communities should be considered for a 1:1 acreage restoration/replacement like rare plants and rare animal habitat are. In the mitigation table in Chapter 4 of the EIS, it should be specifically stated the acreage of the mesic tallgrass and xeric tallgrass communities lost in the Colorado Tallgrass and South Boulder Creek Natural Areas should be replaced in a 1:1 mitigation effort. We recommend that the restoration areas be placed on the more degraded areas with other part of these natural areas, as defined by both the City of Boulder Open Space and the Natural Areas Program staff.</p> <p>Second, there are a few specifics missing in the EIS about the noxious weed follow-up work. It suggests that noxious weed work will be performed "near" these rarer elements, but it's not clear how far exactly that would extend onto the Natural Areas. In these special Colorado Natural Area communities, a distance should be defined with Boulder Open Space and CNAP. Also, within the Natural Areas, we would like to provide comments, in coordination with City of Boulder Open Space, on the Weed Treatment Plan to CDOT. In this way, we can help ensure that the herbicides or other control measures are the most effective on the weeds, but with the least impact on the sensitive resources in these areas.</p> <p><b>Summary</b>                  In summary, we applaud CDOT's efforts to establish good mitigation measures and to conduct all the appropriate surveys for rare species and habitat, as well as to provide alternative transportation options along with the highway expansion. Our program strongly supports finding a viable and safe bike path to accompany this project. However, we think additional bike path alignments need to be considered by CDOT to comply with the 4(f) law and to honor the intent of the Colorado Natural Area designations signed by the Governor of Colorado. We would be happy to meet in person to discuss other possibilities regarding bike transportation that minimize impact to the Natural Areas with CDOT or bike advocacy partners.</p> <hr/> <p><small>STATE OF COLORADO • COLORADO STATE PARKS                  Bill Ritter, Governor • Hanson Sherman, Executive Director, Department of Natural Resources • Larry Yarger, Deputy Director, Colorado State Parks • Gary Thomson, Deputy Director, Colorado State Parks • Colorado Natural Heritage Program • Colorado Natural Heritage Program • Colorado Natural Heritage Commission • Dennis Bauder, Wildlife Commission • Dr. Tom Rando, State Parks Board • Ernest Escobedo, Member • All Ozanski, Member                  8 - State &amp; Federal Agencies - Page 6</small></p>	<p><b>Response to Comment #2-6:</b>                  The mesic and xeric tallgrass communities referenced in this comment are noted and discussed in the Affected Environment subsection of Section 4.14, Biological Resources: Wildlife, Vegetation, and Threatened and Endangered Species, regarding their sensitivity and Colorado Natural Heritage Program ranking. Table 4.14-24, Mitigation Measures – Biological Resources: Wildlife, Vegetation, and Threatened and Endangered Species, has been revised to specifically mention mesic and xeric tallgrass communities. Mitigation "will be developed based on the relative numbers of plants that would be affected, the potential for avoidance or minimization of impacts, and the potential for transplanting of individuals and seedbeds to suitable habitat on adjoining property. Mitigation measures will be developed in consultation with the land management agencies where the impacts will occur." It should be noted that no direct impacts to xeric tallgrass are expected to occur under the Combined Alternative Package (Preferred Alternative).</p> <p>A specific distance for how far noxious weed work would extend onto the Natural Areas would be defined during final design. Table 4.14-24, has been revised to state, "An integrated Noxious Weed Management Plan will be developed during final design and in consultation with appropriate land management agencies where designated sensitive habitats occur." The project is committed to continue consultation with these agencies as specific phases of this project are funded and proceed through final design.</p>

Commenter	Comment	Response to Comment
	<div data-bbox="310 1373 358 1503">  <p>Colorado State Parks</p> </div> <div data-bbox="318 1098 370 1348"> <p><b>Colorado Natural Areas Program</b></p> </div> <div data-bbox="375 1012 391 1425"> <p>1313 Sherman Street, Room 618 • Denver, Colorado 80203 • (303) 866-3203</p> </div> <div data-bbox="418 940 467 1503"> <p>We thank you for the opportunity to provide these comments. Please contact me (303-866-3203 x.341) or my staff (303-866-3203 x.301) for additional information if needed. Thank you very much.</p> </div> <div data-bbox="500 1436 516 1503"> <p>Sincerely,</p> </div> <div data-bbox="540 1299 586 1493">  </div> <div data-bbox="613 1304 748 1503"> <p>Rob Billerbeck          Program Manager          Colorado Natural Areas Program          Colorado State Parks          1313 Sherman St. Room 618          Denver, CO 80203          303-866-3203 x 341  <a href="mailto:rob.billerbeck@state.co.us">rob.billerbeck@state.co.us</a></p> </div> <div data-bbox="797 1131 862 1503"> <p>CC:          Larry Kramer, Deputy Director, Colorado State Parks          Paul Ortoch, Assistant Director, DNR          Chuck Attardo, Senior Environmental Project Manager, CDOT</p> </div> <div data-bbox="1089 892 1154 1503"> <p><small>STATE OF COLORADO • COLORADO STATE PARKS          Bill Feltner, Governor • Hanson Sherman, Executive Director, Department of Natural Resources •          Larry Kramer, Deputy Director, Colorado State Parks • Gary Thomas, Deputy Director, Colorado State Parks •          Colorado Natural Areas Program • Rob Billerbeck, Program Manager •          Commissioners • Dennis Buechler, Wildlife Commission • Dr. Tom Ruskay, State Parks Board • Steve Fontana, Member          • Jill Ozanski, Member          8 • State &amp; Federal Agencies • Page 7</small></p> </div>	<p>Response to Comment</p>

Commenter	Comment	Response to Comment
<p>NOAA, Christopher W. Harm Comment #3</p>	 <p>September 11, 2007</p> <p>Shawn Cutting Program Delivery Engineer Federal Highway Administration 12300 West Dakota Avenue, Suite 180 Lakewood, CO 80228</p> <p>Dear Mr. Cutting,</p> <p>We have provided comments on the DEIS regarding the US-36 Corridor, Multi-Modal Transportation Improvements between I-25 in Adams Co &amp; Foothills Pkwy/Table Mesa Dr in Boulder, Adams, Denver, Broomfield, Boulder, &amp; Jefferson Counties, CO(20070323).</p> <p>The DEIS has been reviewed within the areas of the National Oceanic and Atmospheric Administration, National Geodetic Survey's (NGS) geodetic responsibility, expertise, and in terms of the impact of the proposed actions on NGS activities and projects.</p> <p>If there are any planned activities which will disturb or destroy geodetic control monuments, NGS requires notification not less than 90 days in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project includes the cost of any required relocations(s).</p> <p>All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the homepage of NGS at the following Internet address: <a href="http://www.ngs.noaa.gov">http://www.ngs.noaa.gov</a>. After entering this website, please access the topic "Products and Services" then "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the NGS database for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.</p> <p>We hope our comments will assist you. Thank you for giving NGS the opportunity to review your DEIS.</p> <p>Sincerely,  Christopher W. Harm Program Analyst NOAA's National Geodetic Survey Office of the Director 1315 East-West Highway SSM03 8729, NOAA, NINGS Silver Spring, Maryland 20910</p> 	<p><b>Response to Comment #3-1:</b> Comment noted. If any Geodetic Control Monuments are impacted by this project, CDOT will provide the required 90-day notice. Contingencies are included in this project's estimate to cover the cost of miscellaneous items that will be identified as the project progresses beyond the 5 to 10 percent design stage. This request has been added to the mitigation summary in Section 4.4, Right-of-Way and Relocations, of the FEIS.</p>




Commenter	Comment	Response to Comment
<p>Denver Regional Council of Governments, Jennifer Schaufele Comment #4</p>	 <p>September 14, 2007</p> <p>US-36 Mobility Partnership c/o CDR Associates 100 Arapahoe Ave., Ste. 12 Boulder, CO 80302</p> <p>Attn: Sandi Kohrs, Gina McAfee</p> <p>Dear Ms. Kohrs and Ms. McAfee:</p> <p>DRCOG staff have reviewed the US-36 Draft Environmental Impact Statement and Draft Section 4 (f) Evaluation and offer the following comments:</p> <p><b>Overall:</b> DEIS should consistently reference the correct titles of DRCOG Plan documents:</p> <ul style="list-style-type: none"> <li>- Metro Vision 2030 Plan (comprehensive vision plan for all planning topics) (shouldn't be referred to as the "DRCOG Vision Plan")</li> <li>- 2030 Metro Vision Regional Transportation Plan (2030 MVRTP) (contains the "vision" transportation system and the fiscally constrained plan of improvements)             <ul style="list-style-type: none"> <li>o Fiscally Constrained 2030 Regional Transportation Plan (Chapter 5 of 2030 MVRTP – this is what is most often referenced related to funding, fiscal constraint, or NEPA actions)</li> </ul> </li> </ul> <p><b>Page ES-12, fourth bullet</b> – Is the 31 minutes of savings also for the HOV/BRT lane in Package 4? The reliability advantage for express lanes is pointed out for package 2. Therefore, the reliability advantage for general purpose lanes in Package 4 should also be pointed out. General purpose lane users also desire reliability.</p> <p><b>Overall:</b> Package 2 is frequently described as safer than Package 4 ("better predicted safety," "would be safer," "better predicted safety performance," "would imply Package 4 would definitely be less safe." Statements related to likelihood of more or less crashes, or the propensity for crashes would be more appropriate than "safer" or "not as safe" type statements</p> <p style="text-align: right; font-size: small;"> <i>Evaluating and improving the quality of life in our region</i>              4500 CHERRY CREEK DRIVE SOUTH • SUITE 1800 • DENVER, COLORADO 80248 • 1531 • TEL 303-455-1000 • FAX 303-480-6760              E-MAIL: DRCOG@DRCOG.ORG • WEBSITE: WWW.DRCOG.ORG         </p>	<p>Board Officers Rick Gerlach, Chair Nancy McNally, Vice Chair Dennis M. Hines, Secretary Bob Beckwith, Treasurer Nancy N. Sharpe, Immediate Past Chair Jennifer Schaufele, Executive Director</p> <p><b>Response to Comment #4-1:</b> Comment noted. Changes to text have been made as requested.</p> <p><b>Response to Comment #4-2:</b> Travel time calculations have been refined in the FEIS. The 18 minutes of savings is for managed lane users in Package 2 compared to Package 1. High-occupancy vehicle (HOV)/bus rapid transit (BRT) users in Package 4 would save approximately 19 minutes compared to Package 1. General-purpose lane users would save approximately 6 to 8 minutes compared to Package 1. Detailed information on travel time can be found in Section 3.4, Comparison of How the Packages Meet the Transportation Needs of the Corridor, in the Transportation Need #3: Provide Congestion Relief subsection.</p> <p><b>Response to Comment #4-3:</b> Agreed. Changes to text have been made as requested in the FEIS.</p>



Commenter	Comment	Response to Comment
Comment #4-4	<p>September 14, 2007 Page 2</p> <p><b>Page 1.2-3:</b> Add sentence noting that "... The DRCOG congestion management process documents also identify US-36 as a key congested corridor." Also, the most recent plan amendments were in June 2007, not January 2006.</p> <p><b>Page 2.6-3:</b> Add a final bullet under Other Actions Required:  <ul style="list-style-type: none"> <li>DRCOG approval of Package 2 Express (toll) lanes through the adopted HB-1148 review process</li> </ul> </p> <p><b>Page 3.1-1, first bullet:</b> We suggest adding a condition at the end of the second sentence. "... vehicles at no charge with the remaining capacity being used by SOVs for a fee" if the capacity provided acceptable travel speed."</p> <p><b>Page 3.1-1, 3<sup>rd</sup> bullet:</b> Package 2 wouldn't be more reliable to "all" highway users. Maybe to all express lane users, but not to the general purpose lane users or to the users as a whole. Overall delay hours, speeds, etc. are better with Package 4.</p> <p><b>Page 3.1-2:</b> Last sentence of first paragraph is vague, and not really needed.</p> <p><b>Page 3.1-2, first bullet:</b> Congestion will be less for any users of the GP-lanes, not just SOV drivers. There will be HOV users in the GP lanes for either package.</p> <p><b>Page 3.1-2, eighth bullet:</b> Average over what period of time? Entire day? Peak hour/period?</p> <p><b>Page 3.1-2, last bullet:</b> 31 minutes versus 7 to 8 minute comparison doesn't seem to make sense. What are they being compared to? The reliability advantage for express lanes is pointed out for package 2. Therefore, the reliability advantage for general purpose lane users in Package 4 should also be pointed out.</p> <p><b>Page 3.1-3, last bullet:</b> Are the a.m. peak hour volume increases a two way total or just westbound? Is the increase in comparison to Package 1?</p> <p><b>Page 3.2-1, fourth paragraph:</b> Project packages coming out of an EIS do not have to complete everything in a fiscally constrained RTP, thus do not have to be "fully consistent" with the RTP. A more applicable phrase in the 3<sup>rd</sup> sentence may be: "Therefore, Package 1 would not complete all transportation projects within the corridor identified in the RTP. In last paragraph, "RTP will need to be amended" (not updated)</p> <p><b>Page 3.4-17:</b> G.P. Lane volumes for Package 2/4 do not seem to match those on page 3.4-4 (at least for the section between Foothills Parkway and McCaslin.</p>	<p><b>Response to Comment #4-4:</b> Changes to text have been made as requested in the FEIS.</p> <p><b>Response to Comment #4-5:</b> Changes to text have been made as requested in the FEIS.</p> <p><b>Response to Comment #4-6:</b> Changes to text have been made as requested in the FEIS.</p> <p><b>Response to Comment #4-7:</b> All highway users would have an opportunity to improve the reliability of their travel time, as single-occupancy vehicle (SOV) drivers would have access to the managed lane if they choose to pay a fee.</p> <p><b>Response to Comment #4-8:</b> Agree. Sentence has been deleted in the FEIS.</p> <p><b>Response to Comment #4-9:</b> Comment noted. The bullet has been revised to refer to all general-purpose lane users and not just SOVs.</p> <p><b>Response to Comment #4-10:</b> This is the average over the entire day. This clarification has been made in the FEIS to note that the period of time is over the entire day.</p> <p><b>Response to Comment #4-11:</b> The 18 minute time savings is based on an SOV driving the entire corridor under Package 1, compared to an SOV paying to use the managed lane. The 7 to 8 minute time savings is for an HOV user using the existing reversible section of US 36 and then the general-purpose lanes in Package 1, compared to a user in the proposed special lanes the entire time in Package 2 or Package 4. The large difference between 18 minutes and 7 to 8 minutes shows that the most substantial congestion in the general-purpose lanes occurs in the eastern end of the corridor adjacent to the existing reversible HOV lane. Detailed information on travel time can be found in Section 3.4.</p>
Comment #4-5		
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Commenter	Comment	Response to Comment
		<p><b>Response to Comment #4-12:</b>                      These volumes are westbound only and the increase is in comparison to Package 1. The bullet has been changed in the FEIS to note the comparison to Package 1 and to clarify the westbound direction.</p> <p><b>Response to Comment #4-13:</b>                      Changes to text have been made as requested in the FEIS.</p> <p><b>Response to Comment #4-14:</b>                      The volumes on page 3.34-4 in the DEIS are total volumes, and the volumes on page 3.4-17 in the DEIS are volumes per lane. Some minor differences may also occur due to rounding.</p>

Commenter	Comment	Response to Comment
<p>Comment #4-15</p>	<p>September 14, 2007 Page 3</p> <p><b>Page 3.4-20, Travel Time Reliability section:</b> . . . . . reduce the need for roadway users that choose to pay a toll or travel in an HOV to allow extra time . . .</p>	<p><b>Response to Comment #4-15:</b> Text changed as requested to read "...reduce the need for managed lane users to allow extra time..."</p>
<p>Comment #4-16</p>	<p><b>Page 3.4-21, first bullet:</b> Should acknowledge better reliability of general purpose lanes in Package 4. (Guaranteed LOS seems a little strong. We suggest using "managed" instead.</p>	<p><b>Response to Comment #4-16:</b> While the general-purpose lanes in Package 4 would have some degree of improved reliability over the general-purpose lanes in the No Action Package, that reliability is substantially less than the reliability provided by a managed lane facility. The last sentence of the bullet has been changed in the FEIS to say "...Due to these management actions, travel time reliability would be much better in Package 2 than Package 4."</p>
<p>Comment #4-17</p>	<p><b>Page 3.4-21:</b> Since Package 2 is frequently referenced in the document as being safer, it seems that somewhere on this page or the next, should be an acknowledgement that a severe incident in the express lanes could "trap" users and have very negative impacts at these rare times. Will there be emergency egress points besides the designated access points?</p>	<p>The barrier-separated managed lanes in Package 2 would be designed with barrier breaks for emergency egress. The configuration and location of these facilities would be determined during the design process.</p>
<p>Comment #4-18</p>	<p><b>Page 3.4-26 Table 3-4-8:</b> Showing only the a.m. peak hour travel times for modes (such as SOV/general purpose lane) does not accurately reflect the differences in times on the "shoulders" of the peak hour or throughout the day, i.e., Package 2 was earlier reported as having several more poor LOS hours per day than Package 4.</p>	<p>The intent of Table 3.4-4, a.m. Peak-hour Travel Times Eastbound from Boulder to Denver Union Station (Horizon-Year), was to compare travel times between packages. This comparison is maximized during the peak hour. Travel times are shown for the morning (a.m.) peak hour for two reasons. First, the transit network in the travel demand model is based on the a.m. peak hour.</p>
<p>Comment #4-19</p>	<p><b>Page 3.5-10, first paragraph:</b> It is not just "work" trips that would be diverted from major arterials.</p>	<p>Second, travel time reliability is usually more important for trips ending somewhere other than the home. For example, in the case of a work trip, the work end of the trip is more likely to require a fixed time. Commuters need to know how long the morning trip is going to take because they need to know when to leave home. The evening trip, in contrast, is more likely to have a fixed start time (leaving work), while the end time (arriving home) is probably more flexible.</p>
<p>Comment #4-20</p>	<p><b>Page 3.5-17 Findings:</b> For the analysis in this section (reduced auxiliary lane) a condition of LOS F in the peak hour for one direction of one segment is presented as a critical issue against the alternative. But earlier in the document it was reported that the general purpose lanes in Package 2 would experience LOS F conditions over several hours and for several segments, with less criticality.</p>	<p><b>Response to Comment #4-17:</b> The barrier-separated managed lanes in Package 2 would be designed with barrier breaks for emergency egress. The configuration and location of these facilities would be determined during the design process.</p>
<p>Comment #4-21</p>	<p><b>Page 5.1-1, first paragraph:</b> . . . . . As a condition of the ROD, the preferred alternative, or a the first phase of the . . . . . (doesn't have to be the first phase)</p>	<p><b>Response to Comment #4-18:</b> Showing only the a.m. peak hour travel times for modes (such as SOV/general purpose lane) does not accurately reflect the differences in times on the "shoulders" of the peak hour or throughout the day, i.e., Package 2 was earlier reported as having several more poor LOS hours per day than Package 4.</p>
<p>Comment #4-22</p>	<p><b>Page 5.3-1:</b> The project description in the table should say Add <b>BR7/HOV</b> lanes: Foothills . . . . .</p>	<p>The intent of Table 3.4-4, a.m. Peak-hour Travel Times Eastbound from Boulder to Denver Union Station (Horizon-Year), was to compare travel times between packages. This comparison is maximized during the peak hour. Travel times are shown for the morning (a.m.) peak hour for two reasons. First, the transit network in the travel demand model is based on the a.m. peak hour.</p>
<p>Comment #4-23</p>	<p><b>Page 5.4-1:</b> Can toll revenues in Package 2 be a potential source for capital construction, i.e. to pay back bonds? It's unclear if that's a possibility. Each table, chart, and set of bullets uses a different variable set (annual vs. 50-year, thousands vs. millions vs. billions) Extra \$1.4 billion over 50 years (\$10-\$15 million annually) can be used for "other purposes."</p>	<p>Second, travel time reliability is usually more important for trips ending somewhere other than the home. For example, in the case of a work trip, the work end of the trip is more likely to require a fixed time. Commuters need to know how long the morning trip is going to take because they need to know when to leave home. The evening trip, in contrast, is more likely to have a fixed start time (leaving work), while the end time (arriving home) is probably more flexible.</p>
<p>Comment #4-24</p>	<p><b>General:</b> The FEIS should contain a thorough analysis of access/egress points and their safety and operational impacts.</p> <p>8 - State &amp; Federal Agencies - Page 10</p>	<p><b>Response to Comment #4-19:</b> Agree. The word "work" has been removed from the sentence in the FEIS.</p>


Commenter	Comment	Response to Comment
		<p><b>Response to Comment #4-20:</b>                      CDOT and Colorado Tolling Enterprise (CTE) regard level of service (LOS) F conditions differently when they occur on a roadway with an adjacent or accompanying toll or managed facility. To some degree, congestion in non-managed lanes is a factor in the success of the managed facility.</p> <p><b>Response to Comment #4-21:</b>                      Text changed as requested.</p> <p><b>Response to Comment #4-22:</b>                      Text changed to "managed BRT/HOV lanes."</p> <p><b>Response to Comment #4-23:</b>                      See general funding response in the Clarification and Detail for Common Comments section of this volume for information on toll revenues.</p> <p>The variables used in the various charts and tables are appropriate for the topic being shown (i.e., capital costs are in the billions and annual operations and maintenance (O&amp;M) costs are in the thousands).</p> <p><b>Response to Comment #4-24:</b>                      The analysis of access/egress points is discussed in the <i>Traffic Engineering Technical Report Addendum</i> (URS 2009).</p>

Commenter	Comment	Response to Comment
<p>Comment #4-25</p>	<p>September 14, 2007 Page 4</p> <p>The FEIS should contain more discussion and details on:</p> <ul style="list-style-type: none"> <li>• Specific ITS elements</li> <li>• Updating of the US-36 Incident Management Plan</li> <li>• Specific TDM elements to be implemented (especially during construction)</li> </ul> <p>Thank you for providing the documents to us for review.</p> <p>Sincerely,                        Jennifer Schaufele                      Executive Director</p> <p style="text-align: right;">8 - State &amp; Federal Agencies - Page 11</p>	<p><b>Response to Comment #4-25:</b>                      More details on intelligent transportation system (ITS) elements are included in the <i>Traffic Engineering Technical Report Addendum</i> (URS 2009). More information on Transportation Demand Management (TDM) elements are provided in Chapter 2, Alternatives Considered. The US 36 Incident Management Plan will be updated prior to the beginning of construction.</p>


Commenter	Comment	Response to Comment
<p>U.S. Department of the Interior – Office of the Secretary, Willie Taylor Comment #5</p>	 <p>United States Department of the Interior OFFICE OF THE SECRETARY Washington, DC 20240</p>  <p>ER 07/631</p> <p>SEP 14 2007</p> <p>9043.1 PEP/NRM</p> <p>Mr. Dave Beckhouse Federal Transit Administration 12300 West Dakota Avenue, Suite 310 Lakewood, Colorado 80228</p> <p>Dear Mr. Beckhouse:</p> <p>Thank you for the opportunity to comment on the Draft Environmental Impact Statement and Section 4(f) Evaluation for <b>US-36 Corridor, Multi-Modal Transportation Improvements between I-25 in Adams County and Foothills Parkway/Table Mesa Drive in Boulder, Colorado</b>. The Department of the Interior (Department) has reviewed the document and submits the following comments.</p> <p><b>DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS</b></p> <p>Overall the document does a good job of covering the impacts of the various alternatives. In particular we would like to note that the cumulative effects analysis is well developed. We offer the following comments as additional improvement to the impacts analyses.</p> <p><b>Threatened and Endangered Species</b></p> <p>Removal of the bald eagle from the list of federally listed threatened species became effective August 8, 2007; however, it is still protected by the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). The U.S. Fish and Wildlife Service (USFWS) is in the process of developing a permitting system to authorize take of bald eagles under the BGEPA. In the interim, the Colorado Field Office recommends adhering to the Colorado Division of Wildlife's 2002 "Recommended Buffer Zones and Seasonal Restrictions for Colorado Raptors" to avoid and minimize the likelihood of violating the BGEPA or the MBTA.</p> <p>The boreal toad is no longer a candidate species under the Endangered Species Act and therefore no longer receives any Federal protection.</p> <p style="text-align: right;">EIA RECEIVED 8 - 9pm 2007 20 SEP 07 11:23:31</p>	<p><b>Response to Comment #5-1:</b> The bald eagle has been removed from tables and text in Section 4.14, Biological Resources: Wildlife, Vegetation, and Threatened and Endangered Species, regarding federally protected species. The bald eagle is protected under the Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act, and is a state threatened species. Discussions regarding the bald eagle are included in Section 4.14 as appropriate.</p> <p><b>Response to Comment #5-2:</b> The boreal toad has been removed from tables and text in Section 4.14, regarding federally protected species. The boreal toad is still a state endangered species and is discussed in Section 4.14 as appropriate.</p>

Commenter	Comment	Response to Comment
<p>Comment #5-3</p> <p>Comment #5-4</p> <p>Comment #5-5</p>	<p><b>Wildlife Habitat</b></p> <p>The reasoning behind the wildlife habitat quality classification on page 4.14-25 needs further clarification and development in the document. For example, we recommend clarification regarding why "native prairie/grassland," which generally supports a variety of native species, is placed in a category of lower importance than "foothills" habitats, which presumably could be either native or non-native.</p> <p>We support your recommendation to build culvert and bridge openings large enough to facilitate wildlife movement or to provide a dry passage through those culverts that convey water. These actions would reduce habitat fragmentation which would improve connectivity across the highway for all species of wildlife.</p> <p><b>Mitigation Measures</b></p> <p>Please ensure that mitigation measures are not only explicitly written in the Record of Decision, but also that the information reaches construction managers by clearly stating them on the construction specification sheets.</p> <p><b>Migratory Birds</b></p> <p>Table 4.14-17: In order to avoid impacts to nesting raptors, you are proposing to clear trees in the construction footprint prior to March 1st or after July 31. Because many raptors begin courtship and nest-building prior to March 1, we recommend a date of December 1 or to have surveys conducted by qualified biologists.</p> <p>If the proposed construction project is planned to occur during the primary nesting season or at any other time which may result in the take of any nesting migratory birds, the Fish and Wildlife Service (FWS) recommends that the project proponent (or construction contractor) arrange to have a qualified biologist conduct a field survey of the affected habitats and structures to determine the absence or presence of nesting migratory birds. Surveys should be conducted during the nesting season. In some cases, such as on bridges or other similar structures, nesting could be prevented until construction is complete. It is further recommended that the results of field surveys for nesting birds, along with information regarding the qualifications of the biologist(s) performing the surveys, be thoroughly documented and that such documentation be maintained on file by the project proponent (and/or construction contractor) for potential review by the FWS (if requested) until such time as construction on the proposed project has been completed. The FWS's Colorado Field Office should be contacted immediately for further guidance if a field survey identifies the existence of one or more active bird nests that cannot be avoided by the planned construction activities. Adherence to these guidelines will help avoid the unnecessary take of migratory birds and the possible need for law enforcement action.</p> <p>Artificial nest structures have been shown to be effective mitigation measures, and we recommend consideration of them for this project.</p> <p style="text-align: right;">8 - State &amp; Federal Agencies - Page 13</p>	<p><b>Response to Comment #5-3:</b> Native prairie/grassland was put in a moderate quality category because the majority of this community existing immediately adjacent to US 36 has been disturbed to varying degrees and has a large component of non-native and weedy species. However, it still has value for grassland species. The foothills vegetation types were put in a high quality category because they are dominated by native species and have a much lower level of disturbance. In addition, their structure makes them suitable for a wider range of species.</p> <p><b>Response to Comment #5-4:</b> Comment noted.</p> <p><b>Response to Comment #5-5:</b> Comment noted. The information contained in Section 4.26, Mitigation Summary, of the EIS will be used during the final design process to ensure that these commitments are honored during construction.</p> <p><b>Response to Comment #5-6:</b> The dates of nesting season for raptors were changed to December 1 through July 31 in the Mitigation Measures table at the end of Section 4.14. Text was added to Section 4.14, to reflect actions that should be taken if the project will occur during the nesting period for migratory birds. Use of artificial perch structures was also added as part of mitigation measures.</p>



Commenter	Comment	Response to Comment
<p>Comment #5-7</p> <p>□</p>	<p><b>Water Quality</b></p> <p>A wider roadway will require increased use of de-icing materials. We recommend that an analysis of their impact be included in the final environmental impact statement (FEIS).</p> <p>In addition to the water quality impacts discussed, wildlife habitat in riparian areas can be further affected by impervious surfaces because they may lead to increased and more consistent flows which can create downcutting and loss of riparian vegetation. We recommend further discussion in the FEIS on these impacts.</p> <p><b>SPECIFIC WATER RESOURCE COMMENT</b></p> <p><b>Section 4.20, Water Resources: Water Quality and Floodplains, Ground Water, Page 4.20-2, 2<sup>nd</sup> and 3<sup>rd</sup> paragraphs</b></p> <p>Because the DEIS describes the area as having undergone extensive development and thus the need for the project, the use of 1985 well inventory data could lead to inaccurate assessments as a result of an incomplete well inventory. It is suggested that an updated well inventory be conducted and included in the final document. Also, the first sentence in the third paragraph should be supported with a citation or source for the data.</p>	<p><b>Response to Comment #5-7:</b></p> <p>The water quality study analyzed the effectiveness of water quality best management practices (BMPs) to treat the increased runoff from the widened roadway. The increased use of de-icing materials would be captured in the BMPs. De-icing alternatives are specifically mentioned for Big Dry Creek. As stated in the EIS, BMPs will be designed and constructed to comply with CDOT's stormwater discharge permit.</p>
<p>Comment #5-8</p> <p>□</p>	<p><b>SECTION 4(f) COMMENTS</b></p> <p>The Section 4(f) Evaluation appears to be a thorough analysis; however, because no Preferred Alternative has been selected, we cannot concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources.</p> <p>We appreciate the opportunity to provide these comments. If you need further assistance regarding wildlife resources, please contact Alison Michael, FWS, at (303) 236-4758. For questions concerning cultural resources, please contact Cheryl Eckhardt, NPS, at (303) 969-2851, and for water resource questions, contact Lloyd Woosley, USGS, at (703) 648-5028.</p>	<p><b>Response to Comment #5-8:</b></p> <p>The existing conditions have no formal water quality or storm detention facilities. The project would install storm drainage facilities that both protect water quality and provide for enhanced storm conveyance and flood protection. These proposed facilities would protect the riparian areas by providing stormwater controls where none exist now.</p>
<p>Comment #5-9</p> <p>□</p>	<p><b>SECTION 4(f) COMMENTS</b></p> <p>We appreciate the opportunity to provide these comments. If you need further assistance regarding wildlife resources, please contact Alison Michael, FWS, at (303) 236-4758. For questions concerning cultural resources, please contact Cheryl Eckhardt, NPS, at (303) 969-2851, and for water resource questions, contact Lloyd Woosley, USGS, at (703) 648-5028.</p> <p>Sincerely,            Willie R. Taylor          Director, Office of Environmental Policy and Compliance</p> <p>8 - State &amp; Federal Agencies - Page 14</p>	<p><b>Response to Comment #5-9:</b></p> <p>The section has been clarified to indicate that the number of wells is based on well records that date from 1985 to 2006; the well data is considered to be current. A reference to Colorado Department of Public Health and Environment (CDPHE) as the data source has been added to the beginning of the third paragraph, as requested.</p>
<p>Comment #5-10</p> <p>□</p>	<p><b>SECTION 4(f) COMMENTS</b></p> <p>We appreciate the opportunity to provide these comments. If you need further assistance regarding wildlife resources, please contact Alison Michael, FWS, at (303) 236-4758. For questions concerning cultural resources, please contact Cheryl Eckhardt, NPS, at (303) 969-2851, and for water resource questions, contact Lloyd Woosley, USGS, at (703) 648-5028.</p>	<p><b>Response to Comment #5-10:</b></p> <p>Comment noted. A Preferred Alternative has been identified and the associated impacts are included in the EIS. See Chapter 7, Final Section 4(f) Evaluation.</p>

Commenter	Comment	Response to Comment
	<p>cc: Shaun Cutting Federal Highway Administration 12300 West Dakota Avenue, Suite 180 Lakewood, Colorado 80228</p> <p>8 - State &amp; Federal Agencies - Page 15</p>	

Commenter	Comment	Response to Comment
<p>United States Environmental Protection Agency, Region 8, Larry Svoboda Comment #6</p>	<div style="text-align: center;">  <p>UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION 8 999 18<sup>TH</sup> STREET, SUITE 300 DENVER, CO 80202-2466 Phone 800-227-8917 <a href="http://www.epa.gov/region08">http://www.epa.gov/region08</a></p> </div> <p>Ref: EPR-N</p> <p>US 36 Mobility Partnership c/o CDR Associates Attention: Andrea Mengghel 100 Antelope Avenue, Suite 12 Boulder, CO 80302</p> <p>Re: EPA comments on the US 36 Corridor project DEIS CEQ# 20070323</p> <p>Dear Mr. Mengghel,</p> <p>The Environmental Protection Agency (EPA) Region 8 office has reviewed the Draft Environmental Impact Statement (DEIS)/Draft Section 4(f) Evaluation for the US 36 Corridor. Our comments are provided in accordance with our authorities pursuant to the National Environmental Policy Act (NEPA), 42 U.S.C. 4231, Section 309 of the Clean Air Act, and Section 404 of the Clean Water Act.</p> <p>The DEIS analyzes proposed alternatives for the US 36 corridor located between I-25 in Denver and Foothills Parkway/Table Mesa Drive in Boulder, a distance of approximately 18 miles. The two build alternatives include multi-modal transportation improvements such as general purpose lanes, high occupancy vehicle (HOV) lanes, express lanes, bus improvements, new arterial lanes, and bicycle facilities. The corridor consists of a number of communities, including the City and County of Denver, the City of Westminster, the City and County of Broomfield, the City of Louisville, the Town of Superior, the City of Boulder and portions of unincorporated Adams, Jefferson and Boulder counties.</p> <p>Package 2 would add two express lanes in each direction on US 36. The express lanes would connect to and be an extension of the existing reversible I-25 express lanes that go to and from downtown Denver. They would be bi-directional, located in the median and separated from the general-purpose lanes by a concrete barrier. BRT stations would be located in the median and connected to adjacent parking via pedestrian bridges or underpasses. Package 4 would add one general purpose lane and one additional BRT/HOV lane in each direction. The BRT/HOV lanes would be located in the median of US 36 in a buffer-separated configuration similar to the</p> <p style="text-align: right;"><small>8 - State &amp; Federal Agencies - Page 17</small></p>	

Commenter	Comment	Response to Comment
<p>Comment #6-1</p>	<p>existing condition between Sheridan Boulevard and Pesos Street, with new median BRT stations as in Package 2. Both packages include alternative transportation strategies and a bikeway.</p> <p>For both packages, two options are being considered for the project terminus at Foothills Parkway/Table Mesa Drive in Boulder. In Option A, the express lanes or BRT/HOV lanes would merge into the general-purpose lanes just west of Cherryvale Road. Traffic could exit to Foothills Parkway or South Boulder Road, or could continue onto 28<sup>th</sup> Street. In Option B, a bus-only lane would be provided directly to Table Mesa Station via a new bridge to and from the express lanes or BRT/HOV lanes in the median. All other westbound vehicles in the express lanes or BRT/HOV lanes would be required to exit the lanes just west of Cherryvale Road and merge into the general-purpose lanes. The DEIS states that the preferred alternative will be identified in the FEIS and could be a hybrid combining features of both packages.</p> <p>EPA finds the DEIS provides a thorough description of the alternatives evaluation process, the proposed alternatives and the environmental impacts of the project. The document is well-organized, with excellent graphics and schematics, and easy to read. As the environmental impacts are very similar in the two build alternatives, the likely trade-offs are greater wetlands, and Preble's meadow jumping mouse and Ute lilies' -resses habitat protection, at the cost of less operational efficiency and safety. For example, Option A for the project terminus at Foothills Parkway/Table Mesa Drive has fewer impacts to sensitive resources, but offers less efficiency, safety and reliability than Option B.</p> <p>EPA commends the project team for its collaborative process in developing the cumulative analysis methodology. The methodology recognizes the direct relationship among future land use changes, induced growth and environmental quality. The document provides information and analysis supporting the conclusion that changes in land use from now to 2030 would determine environmental impacts much more so than changing the US 36 footprint. The cumulative analysis shows how new development to support the planned population growth would occur with or without implementation of either build package. EPA supports this cooperative approach to comprehensive transportation planning including all communities in the corridor.</p>	<p><b>Response to Comment #6-1:</b> Comment noted.</p>
<p>Comment #6-2</p>	<p>Our main concerns are related to the long-term sustainability of Package 4, because it does little to encourage a mode change to BRT from single occupancy vehicles (SOV) and simply adds new general purpose lanes along the corridor. Over time, the congestion in the corridor would return. Also, aside from indicating there would be increased congestion and changes in circulation patterns, the document does not analyze the impacts of adding a new general purpose lane into the city of Boulder. Adding a general purpose lane could strain the city's transportation network and appears inconsistent with Boulder's goal of no growth in long-term vehicle traffic, and reduction in SOV travel. In terms of the whole project corridor, EPA is also concerned about water quality, and whether an appropriate amount of land is set aside to address post-construction stormwater management.</p>	<p><b>Response to Comment #6-2:</b> Package 4 adds new general-purpose capacity in the corridor, but it also provides full-time, two-way BRT/HOV lanes from Interstate 25 (I-25) to near Table Mesa Drive, as well as five median BRT stations that allow for rail-like transit service. Impacts to Boulder streets were analyzed in detail. This analysis is described in a separate technical report titled <i>Traffic Engineering Technical Report</i>. See the discussion of the auxiliary lane into Boulder in Section 2.7, Resolution of Issues.</p>
<p>Comment #6-3</p>	<p>Based on EPA's procedures for evaluating potential environmental impacts of proposed actions and the adequacy of the information presented, EPA is rating both alternatives as EC-1.</p> <p style="text-align: right;">2</p> <p style="text-align: right;">8 - State &amp; Federal Agencies - Page 18</p>	<p><b>Response to Comment #6-3:</b> Water quality capture volumes for the entire project have been accounted for in the design of water quality treatment facilities. The <i>Conceptual Drainage Analysis</i> (CH2M Hill, 2009) provides information on the analysis and illustrates how the BMP requirements of CDOT's New Development and Redevelopment Program would be met.</p>

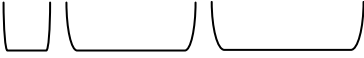
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<p>Comment #6-4</p>	<p>The "EC" portion of the rating means that EPA's review has identified environmental impacts that should be avoided in order to fully protect the environment. Specifically, EPA is concerned that improvements in mobility along US 36 would not be long term with Package 4 because reducing congestion by adding general purpose lanes is not sustainable. The "1" portion of this rating means that the draft EIS contains sufficient information to fully assess environmental impacts that should be avoided in order to fully protect the environment. A summary of EPA's rating system is enclosed.</p> <p>Our detailed comments are enclosed. Thank you for your willingness to consider our comments at this stage of your planning process. If you have any questions or would like to discuss our comments, please contact me at (303-312-6004) or the lead reviewer of this project, Jody Ostendorf at (303-312-7814).</p> <p>Sincerely,</p> <p>Larry Svoboda  Director, NEPA Program  Office of Ecosystems Protection and Remediation</p> <p>Enclosure</p> <p style="text-align: right;">3</p> <p style="text-align: right; font-size: small;">8 - State &amp; Federal Agencies - Page 19</p>	<p><b>Response to Comment #6-4:</b>  Comment noted.</p>

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<p>Comment #6-5</p>	<p><u>Detailed comments</u></p> <p>Alternatives EPA is concerned that Package 4 will not provide improvements in mobility along the US 36 corridor for the long term. By adding general purpose lanes in Package 4, including a new general purpose lane into Boulder, there are travel time savings and reductions in congestion for the single-occupant vehicle (SOV) driver, at least through 2030. However, this does not encourage a mode shift from SOV to other forms of transportation, such as carpools and BRT. An RTD representative noted in a recent public presentation that with Package 4, as traffic volumes continue to increase over time, congestion in the corridor will build up again. This Package also does not provide the tolling option for SOVs, which not only allows flexibility in managing traffic volume, but will provide some revenue for operations and maintenance, and construction.</p> <p>Package 2 has a similar footprint as Package 4, and both Packages would have the same number of traffic lanes, amount of BRT service and facilities, and level of HOV use. Package 2 offers the option to manage traffic volumes by dynamically changing the price for SOVs to travel in the express lanes according to observed congestion levels. The DEIS states that the concrete barrier separation would increase safety and reliability, and active management of the lanes would guarantee a level of service. It also offers two new points of access to US 36 with new drop-ramps as a direct connection to the express lanes at Westminster Boulevard and Midway Boulevard. Although both build packages have similar environmental impacts, Package 2 appears to provide users with more choices about how to travel, taking travel time and costs into consideration.</p> <p>Impacts from increased traffic into Boulder The DEIS indicates that both build packages would increase a.m. peak-hour traffic by 23-31 percent on US 36 as the highway approaches Boulder (page 3.1-3). Without extensive knowledge of traffic modeling, it is difficult to decipher whether either of the build options proposed for the project termini at Foothills Parkway/ Table Mesa Drive is feasible. From a traffic engineering standpoint, it seems that either approach into the city of Boulder would require a considerable consolidation of traffic. The time of travel, air quality impacts analysis, and cumulative effects analyses need to account for the effects of increased traffic capacity being delivered into the Boulder metropolitan area. In particular, Package 4 would include a new general purpose lane into Boulder, yet there is no analysis of how that will impact circulation, congestion, air quality and noise on 28<sup>th</sup> Street beyond the Table Mesa Park-n-Ride.</p> <p>Also, both Packages discontinue the barrier-separated BRT lanes just east of McCaslin Boulevard. The DEIS states that "from McCaslin Boulevard to Boulder, a single barrier-separated express lane in each direction is sufficient based on forecast volumes" (2.5-7). EPA would like more information to explain why the barrier-separated portion of BRT lanes is not continuous to Table Mesa Park-n-Ride. Under Option A, that would require buses to cross over two or three general purpose lanes to enter the Park-n-Ride, at a part of the corridor that is currently congested during peak travel times, with westbound a.m.</p>	<p><b>Response to Comment #6-5:</b> Comment noted.</p>
<p>Comment #6-6</p>	<p>8 - State &amp; Federal Agencies - Page 21</p>	<p><b>Response to Comment #6-6:</b> Land use in the city of Boulder is assumed to be identical for all packages. As such, the number of trips generated in Boulder is also identical. For the most part, improving conditions on US 36 reduces the propensity of traffic into and out of Boulder to use arterials like State Highway (SH) 93, South Boulder Road, Baseline Road, and Arapahoe Road (SH 7). A detailed analysis of traffic impacts on 28<sup>th</sup> Street and other key arterial streets in Boulder was conducted and presented in the <i>Engineering Traffic Technical Report</i> and is summarized in Section 3.5, <i>Transportation Impacts and Mitigation</i>. Based on this analysis, it was determined that very few locations would require mitigation measures. These mitigation measures are listed in the FEIS in Section 3.6, <i>Summary of Transportation Impacts and Mitigation</i>.</p> <p>Air quality for each of the build packages has been analyzed on a corridor and regional basis and has been found to be in conformity with Colorado's air quality improvement plans and health-based air quality standards.</p>
<p>Comment #6-7</p>		

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		<p><b>Response to Comment #6-7:</b>                      Geometrically, both Package 2 and Package 4 are identical from McCaslin Boulevard to Table Mesa Drive. There is one buffer-separated special lane in each direction in addition to two general-purpose lanes in this section. Barrier-separation was not provided west of McCaslin Boulevard in Package 2 because (1) travel demand estimates did not justify a second managed lane, and (2) the second lane would have greater environmental impacts to wetlands and other sensitive habitat. Package 4 only provides buffer-separation for the BRT/HOV lane.</p> <p>The side-platform station configuration at Table Mesa Drive makes the best use of existing facilities while minimizing environmental impacts. Buses using the special lane would have to make one forced merge near Cherryvale Road, one lane change, and the final diverge at the ramp into the Table Mesa park-n-Ride. As such, buses would only need to cross over one general-purpose lane. The Preferred Alternative identified in the FEIS does not have the forced-merge condition described above and would not require any additional lane changes compared to Package 2 or Package 4.</p>

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<p>Comment #6-8</p> <p>Comment #6-9</p> <p>Comment #6-10</p> <p>Comment #6-11</p>	<p>and p.m. Levels of Services currently at D (Table I.3-2). If the reason for minimizing the width of the corridor is to protect the South Boulder Creek wetlands between Davidson Ditch and Foothills Parkway, that could be further emphasized in the DEIS.</p> <p><u>Air Quality</u> Overall, the air quality analysis in this DEIS is good and provides useful trend and impact assessment. The MSX1 trend analysis on 4.12-5 is a good demonstration of the possible impacts of the air toxics of concern.</p> <p>On page 4.12-11, Emission Burden, the first paragraph states that because decreased exhaust emissions and current monitoring indicated that PM<sub>10</sub> concentrations have been below the applicable standards over the last five years, there is no expectation of a violation of the National Ambient Air Quality Standards for PM<sub>10</sub>. It is not clear if this statement considers the re-entrained road dust that is discussed in the following paragraph and which typically accounts for 40-60 percent of PM<sub>10</sub> emissions. The paragraph on road dust explains that dust emissions go up 22-35 percent. This section should explain how this increase in dust emissions contrasts with the decrease in exhaust emissions.</p> <p>In the Regional Modeling Results section on page 4.12-12, the DEIS states that impacts from increases of PM<sub>10</sub> in the US36 corridor were estimated based on regional modeling for the PM<sub>10</sub> maintenance plan for the Denver metropolitan area. Please clarify whether the PM<sub>10</sub> maintenance plan considered the US 36 corridor traffic and associated emissions on a scale similar to the build alternatives being considered.</p> <p><u>Water quality</u> Each of the build options will likely improve water quality throughout the project corridor if the mitigation measures outlined in Tables 4.20-6 and 4.22-2 are implemented. As stated in Table 4.20-6, "BMPs within the project corridor will need to provide 100 percent of the required water quality capture volume, or the project needs to provide BMPs designed to remove at least 80 percent of the average annual total suspended solids loading from the average storm event. Given the significant impervious footprint of the project, additional space ranging from 2-20 percent of the total impervious surface of the project (based on CDOT site considerations for structural BMPs) will need to be set aside for post-construction stormwater management. To ensure that the appropriate amount of land is set aside to address post-construction stormwater runoff, EPA would like to review the analyses used by CDOT in the selected alternative to assure that the Tier 1 BMP requirements are met under the CDOT New Development and Redevelopment Program.</p> <p><u>Bikeway</u> The DEIS states that the US 36 bikeway would result in more impacts to wetlands, to Ute Ladies'-tresses orchid habitat, to Preble's meadow jumping mouse habitat, and to lands protected under Section 4(f) (Chapter 2, Section 2.6). However, on page 2.5-20, the document indicates that a retaining wall in the location of the US 36 alignment, where those impacts would occur, would require a maintenance path, which would share joint use with the bikeway. This indicates that the US 36 alignment is already impacted by the use with the bikeway.</p> <p style="text-align: right;">8 - State &amp; Federal Agencies - Page 22</p>	<p><b>Response to Comment #6-8:</b> Section 4.12, Air Quality, has been revised as commented.</p> <p><b>Response to Comment #6-9:</b> Clarifications have been added to Section 4.12 as commented.</p> <p><b>Response to Comment #6-10:</b> See response to Comment #6-3.</p> <p><b>Response to Comment #6-11:</b> CDOT does need access to the retaining wall for maintenance purposes. It was determined that CDOT could access the retaining wall via the bikeway, if the bikeway was adjacent to US 36 in this location. However, CDOT access to the maintenance wall does not require construction of a 12-foot wide paved surface. A natural surface path would suffice and was included in the impacts of the roadway improvements without the bikeway. Therefore, the impacts associated with the paved surface have been attributed to the bikeway and are in addition to the impacts without the bikeway adjacent to US 36.</p> <p>As you indicate, reference to the maintenance path as a joint use with the bikeway is confusing in the description on page 2.5-20 of the Draft Environmental Impact Statement (DEIS), and is not necessary</p>





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<p>Comment #6-11 (cont.)</p>  <p>Comment #6-12</p> <p>Comment #6-13</p>	<p>maintenance path. Please clarify whether there would indeed be more impacts for this alignment.</p> <p><b>Parking</b> The DEIS states that ridership in the northern metropolitan areas has increased more than 80 percent in the past 12 years and RTD is continuing to add new service in response to the high levels of demand (1.2-1). With Park-n-Ride facilities near capacity at most locations along the US 36 corridor, the DEIS indicates that total parking spaces at the McCaslin Boulevard Park-n-Ride will be reduced from 466 to 242, with no apparent mitigation. It is not clear to EPA how reducing parking capacity will support the project's stated need to expand access to improved mobility along the US 36 corridor.</p> <p><b>Energy</b> EPA appreciates the analysis of the corridor's transportation system energy consumption in 2030. This analysis notes that increasing regional transit ridership can reduce emissions because transit uses less energy per person per mile traveled than SOVs. Package 2, which adds BRT capacity to the US 36 corridor without adding new general purpose lanes, appears to be consistent with EPA's Transportation and Air Quality Program's goal of protecting human health and the environment by encouraging travel choices that minimize emissions (<a href="http://www.epa.gov/OTAQ">http://www.epa.gov/OTAQ</a>).</p> <p style="text-align: right;">8 - State &amp; Federal Agencies - Page 23</p>	<p>in that paragraph. The following sentence has been removed from the text: "A retaining wall in this location would require a maintenance path, which would share joint use with the bikeway."</p> <p><b>Response to Comment #6-12:</b> With any of the proposed build packages, there would not be sufficient vacant land to accommodate replacement of all the existing parking at the McCaslin BRT Station. However, refinements to the provision of parking throughout the corridor have been made during the EIS process. This has included commitments to mitigate parking lost at the McCaslin BRT Station. The current commitment is for future corridor totals to be approximately 5,204 spaces, including 100 spaces at the Boulder Transit Village. Chapter 3, Transportation Impacts and Mitigation, of the FEIS includes a commitment to mitigate parking lost as a result of an interchange reconfiguration to provide approximately 440 spaces at the McCaslin BRT Station, which is only approximately 26 spaces less than what is currently in that location.</p> <p><b>Response to Comment #6-13:</b> Comment noted.</p>

Commenter	Comment	Response to Comment
<p><b>US 36 CORRIDOR JURISDICTIONS AND MUNICIPALITIES</b></p> <p>City of Westminster, Vicky Bunsen Comment #7</p>	 <p><b>WESTMINSTER</b></p> <p>August 27, 2007</p> <p>Ms. Lisa Schoch Senior Staff Historian Colorado Department of Transportation 4201 East Arkansas Avenue Denver, Colorado 80222</p> <p>Re: CDOT Project NH 0361-070, US 36 Corridor Draft Environmental Impact Statement; Draft Section 4(f) Evaluation; Section 106 Determinations of Effect for Historic Properties and Notification of Section 4(f) <i>De Minimis</i></p> <p>Dear Ms. Schoch:</p> <p>Thank you for your letter of August 1, 2007, and the digital copy of the US 36 Draft Environmental Impact Statement.</p> <p>I was included in a meeting during the last year to discuss the Area of Potential Impact for this project through Westminster, but the City was not consulted pursuant to section 106 during the intensive survey of the properties within the APE. While the report states that the APE extends two legal parcels from the right of way, I do not see this represented on a map, so it is difficult to determine exactly what properties ended up being surveyed. If you could provide us with a map showing the APE within Westminster (roughly from Federal Boulevard to Church Ranch Boulevard) and copies of the inventory reports submitted to the SHPO for all of the properties that were surveyed, I would appreciate it. A digital copy on a CD or a print copy is fine. If a survey report was prepared for CDOT that analyzes the field-eligibility of these properties, I would appreciate also receiving a copy of that as well.</p> <p>Thank you.</p> <p>Very truly yours, <i>Vicky Bunsen</i> Vicky Bunsen Community Development Programs Coordinator</p> <p>City of Westminster Department of Community Development 4800 West 92nd Avenue Westminster, Colorado 80031 303-430-2400 FAX 303-706-3922</p> <p>Historic Landmark Board Amy Pallante, Colorado Historical Society</p>	<p><b>Response to Comment #7-1:</b></p> <p>Detailed maps showing the APE and the eligible and non-eligible resources within the Area of Potential Effect (APE), including those within Westminster between Federal Boulevard and Church Ranch Boulevard have been prepared and are included in Section 4.7, Historic and Archaeological Preservation, of the DEIS and FEIS. A copy of the survey report and site forms (both eligible and non-eligible) was provided to Ms. Bunsen in December 2008 (see Appendix B, Consultation and Coordination).</p>

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<p>City of Boulder, Carl Castillo Comment #8</p> <p>Commenter</p> <p>City of Boulder, Carl Castillo Comment #8</p>	<p><b>City of Boulder – Carl Castillo</b></p> <p><b>From:</b> Carl Castillo [mailto:Castilloc@bouldercolorado.gov]  <b>Sent:</b> Wednesday, September 05, 2007 3:56 PM  <b>To:</b> Gina McAfee@c-b.com; Kohrs, Sandi; Jonathan Bartsch; Rick Pilgrim  <b>Cc:</b> Jeff Arthur; Carl Castillo; Mark Genshman; Robert Harberg; Katie Knapp; Bret Linenfelser; Ruth McHoyser; Martha Roskowski; Randall Rutsch; Michael Sweeney; Tracy Winfree  <b>Subject:</b> Tomorrow's US 36 DEIS Public Hearing</p> <p>Hello Gina, Rick, Sandi, and Jonathan,</p> <p>I hope the DEIS public hearings that were already held went smoothly. Boulder's mayor, deputy mayor, and a few city staff members do plan on attending tomorrow's hearing.</p> <p>Although it may be a little late, I wanted to share a top ten list of topics that would probably be of particular interest to our community. If they can not be addressed in tomorrow's presentation, it would at least be useful for to be prepared to respond to these issues. They are as follows:</p> <ol style="list-style-type: none"> <li>1. DEIS relationship to NW Rail Corridor, UPA, FEIS, funding, and ultimate construction</li> <li>2. Noise impacts to Martin Acres &amp; Frazer Meadows neighborhoods</li> <li>3. Extent of overall environmental impacts and mitigation possibilities</li> <li>4. Changes proposed to access to CU South property</li> <li>5. BRT functionality and service within Boulder</li> <li>6. Bikeway alignment alternatives and functionality</li> <li>7. Impending art, which 33 businesses will be impacted by project</li> <li>8. Air quality in downtown Boulder</li> <li>9. Noise impacts in downtown Boulder</li> <li>10. Distinction between tolling for revenue vs. tolling for congestion management</li> </ol> <p>Also, if you haven't seen it, take a look at the Boulder/Boulder County/36 Commuting Solutions Op-Ed that came out in the Camera on Sunday, September 2nd regarding the 36 DEIS.</p> <p>Thanks,</p> <p><b>Carl Castillo</b>  Policy Advisor  City Manager's Office  City of Boulder  P.O. Box 1000  Boulder, CO 80306  Tel: (303) 441-3009  Fax: (303) 441-4478  Cell: (303) 859-4504  <a href="mailto:castilloc@bouldercolorado.gov">castilloc@bouldercolorado.gov</a></p>	<p><b>Response to Comment #8-1:</b></p> <p>The topics listed were covered at the DEIS public hearings or are discussed in the FEIS as noted here.</p> <p>Item #1 is covered in Chapter 2, Alternatives Considered; Chapter 5, Financial Analysis; and Chapter 8, Phased Project Implementation.</p> <p>Item #2 is covered in Section 4.13, Noise.</p> <p>Item #3 impacts are covered in the specific resource sections of Chapter 4, Affected Environment and Environmental Consequences, and related mitigation measures are covered in Section 4.26, Mitigation Summary.</p> <p>Item #4, impacts to University of Colorado (CU) South Campus property, are shown in Appendix A, Corridor Reference Maps, of the FEIS.</p> <p>Item #5 is covered in Chapter 3, Transportation Impacts and Mitigation.</p> <p>Item #6 is discussed in Chapter 2, Alternatives Considered, and throughout Chapter 4, Affected Environment and Environmental Consequences, as applicable.</p> <p>Item #7 is discussed in Section 4.4, Right-of-Way and Relocations.</p> <p>Item #8 is covered in Section 4.12, Air Quality.</p> <p>Item #9 is discussed in Section 4.13, Noise.</p> <p>Item #10 is discussed in Chapter 5, Financial Analysis.</p>

Commenter	Comment	Response to Comment
<p>City of Westminster, Mayor Nancy McNally Comment #9</p>	<p>RESOLUTION NO. 30 SERIES OF 2007</p> <p>INTRODUCED BY COUNCILLORS <b>Major - Price</b></p> <p><b>US 36 DRAFT ENVIRONMENTAL IMPACT STATEMENT POSITION</b></p> <p>WHEREAS, the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), the Federal Highway Administration, the Federal Transit Administration and their consultants have prepared a Draft Environmental Impact Statement (DEIS) for the US 36 Corridor in accordance with the National Environmental Policy Act of 1969; and</p> <p>WHEREAS, a 45-day public comment period is currently underway with a deadline of September 17 for receipt of the comments from governmental agencies, citizens and others; and,</p> <p>WHEREAS, the City of Westminster City Council is strongly supportive of improvements to US 36 to accommodate growth projected over the next several decades; and</p> <p>WHEREAS, the City has been actively participating in the Mayors' and Commissioners Coalition as well as other organizations that have monitored the development of the DEIS; and</p> <p>WHEREAS, the City Council has identified several concerns with aspects of the alternatives identified in the DEIS; and</p> <p>WHEREAS, Mayor Nancy McNally has previously presented these issues on behalf of City Council at the August 29, 2007, public hearing on this project.</p> <p>NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WESTMINSTER HEREBY ADOPTS THE FOLLOWING AS ITS POSITION STATEMENT ON THE US 36 DEIS:</p> <p>(1) The Westminster City Council strongly favors a multi-model approach to address the short and long-term projections for traffic congestion along the US 36 corridor. We believe that of the two alternatives analyzed, Package 4 (referred to as "P4") comes closer to addressing the congestion issues through the corridor while providing residents and businesses with greater access to the designated carpool and rapid transit lane. P4 includes a "buffer" separated managed lane that is dedicated to bus rapid transit and high occupancy vehicles. A barrier-separated managed lane through Westminster as presented in Package 2 (referred to as "P2") is not acceptable due to the fact that it does not allow for adequate access for Westminster residents and businesses using this section of US 36.</p> <p>(2) The City Council vehemently opposes the construction of a "drop ramp" structure on Westminster Boulevard where the bridge over the tunnel is currently located. This structure, being considered as an element of Package 2, would be limited to use by Bus Rapid Transit, High Occupancy Vehicles and toll traffic so that they can enter and exit directly to and from the managed lane of the tunnel. Council believes that construction of this structure in a residential neighborhood the impact that it would have on adjacent roadways make the inclusion of a drop ramp at this location completely unacceptable.</p> <p>(3) The City Council would like to see further consideration given to the construction of an 88<sup>th</sup> Avenue underpass of US 36 that would allow continuation of this street where it presently terminates on each side of US 36. Previous design drawings included this underpass; however, the P2 and P4 options as described in the DEIS call for 88<sup>th</sup> Avenue to terminate at US 36. Given the strong likelihood for redevelopment in the Westminster Center, currently the Westminster Mall, and the possibility of transportation-oriented development (TOD) near 88<sup>th</sup> Avenue, the additional access on 88<sup>th</sup> Avenue becomes essential for reducing traffic congestion in this area. On a related item, Council believes that it</p>	<p><b>Response to Comment #9-1:</b> See response to Comment #14-1, City of Westminster letter from J. Brent McFall, which incorporates the points noted in this resolution in their entirety.</p>









Commenter	Comment	Response to Comment
<p>Comment #9-1 (cont.)</p>	<p>is important that as funding for this project becomes available, the monies be equitably distributed in cities and unincorporated areas throughout the corridor.</p> <p>(4) The City Council believes that the cost for improvements to roadways, intersections, and bridges adjacent to US 36 and necessitated by the improvements proposed for the highway should be borne by the US 36 Project versus the City. Examples of expenses that should be assumed by the Project include costs for improvements that require additional capacity to local streets and intersections.</p> <p>(5) The City Council strongly encourages the project team to maintain ongoing and open communications with residents and businesses whose property will be acquired for right-of-way for the expansion of US 36. Many of these impacted residents and businesses are within the Westminister City limits. The Council requests that expedited purchase of property within the right-of-way be given a high priority when funds become available so as to relieve the financial plight of home and business owners who are impacted by these acquisitions.</p> <p>(6) The City Council requests that the geographical areas identified as "Westminister" and "Adams" segments in the Draft EIS be changed in the Final EIS to reflect the actual boundaries of Westminister and unincorporated Adams County. Sheridan Boulevard is used as the eastern boundary for the Westminister segment of the project in the DEIS when, in fact, the City boundaries extend east of Federal Boulevard. Consequently, the descriptions of the impact of the US 36 improvements on the City, its residents and businesses are significantly understated throughout the Draft EIS.</p> <p>(7) The Westminister City Council wishes to go on record through this public comment process that we strongly oppose P2 as presented in the Draft Environmental Impact Statement. However, we remain open to exploring potential hybrid options that may be developed in the future, such as the Urban Partnership Agreement (UPA) we supported with the US 36 Mayors' and Commissioners Coalition.</p> <p>PASSED AND ADOPTED this 10th day of September, 2007.</p> <p>ATTEST:</p> <p> Leah Jorgensen City Clerk</p> <p> Henry M. Adams Mayor</p>	

Commenter	Comment	Response to Comment
<p>City and County of Broomfield, Mayor Karen Stuart Comment #10</p>	 <p>OFFICE OF THE CITY COUNCIL One DeGarmo Drive, Suite 201 • Broomfield, CO 80020 • Phone: (303) 438-6300 • Fax: (303) 438-6286 • Email: info@cc.broomfield.co.us</p> <p>September 12, 2007</p> <p>Mr. Andrea Meneghel CDR Associates 100 Arapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p>RE: Transmittal of City and County of Broomfield Comments to the US 36 Draft Environmental Impact Study</p> <p>Dear Mr. Meneghel:</p> <p>I am writing on behalf of the Broomfield City Council to transmit our formal comments on the US 36 Draft Environmental Impact Statement as contained herein.</p> <p>The City and County of Broomfield supports the Purpose and Need for Action as described in the US DEIS. Transportation improvements along US 36 to improve mobility from I-25 in Adams County to Foothills Parkway/Table Mesa Drive in Boulder, and among intermediate destinations, are long overdue. Recommended improvements should increase trip capacity, expand access, provide congestion relief, expand mode of travel options, provide efficient transit service and update outdated highway facilities.</p> <p>Comments addressing key areas of importance for Broomfield include:</p> <ol style="list-style-type: none"> <li>1. Access to and from any highway improvement;</li> <li>2. Reconstruction of the Wadsworth Interchange;</li> <li>3. Replacement of the Old Wadsworth Bridge;</li> <li>4. Provision of BRT stations to serve Broomfield;</li> <li>5. Right-of-way impacts;</li> <li>6. Arterial street impacts;</li> <li>7. Drainage, Irrigation Ditch Crossings and Utilities;</li> <li>8. Parks and Open Space;</li> <li>9. Proposed Bikeway;</li> <li>10. Historic Properties; and</li> <li>11. Support for initial mobility improvements for US 36.</li> </ol> <p><b>1. Access to and from Any Highway Improvements</b></p> <p>a) Package 2 proposes a barrier separated express lane. The express lanes would be bi-directional, located in the median and separated from general purpose lanes by a concrete barrier. Limited access points to the lanes are proposed. As US 36 travels through Broomfield, only one access to (and from) the express lanes is proposed at a new bridge from Midway Boulevard, across US 36 to the interlocken area. The drop-ramps would consist of one or more separated lanes in each direction that would transition from the express lanes up to bridges, allowing access to and from arterial streets. If a car or bus was traveling in the express lanes, it would NOT be able to exit at the Interlocken Boulevard Interchange or Flatiron Crossing Interchange, serving key employment and retail activity centers, or at a reconstructed Wadsworth Interchange.</p>	

Commenter	Comment	Response to Comment
<p>Comment #10-1</p>	<p>Mr. Andrea Meneghelli September 12, 2007 Page 2</p> <p>servicing the emerging Arista Development and existing core residential and commercial activity centers to the north.</p> <p><b>Comment:</b> Broomfield opposes the barrier separated access proposal for Package 2 because it does not serve the multiple access and employment needs of Broomfield. Further modeling is needed to determine impacts to existing development and the local street network serving the proposed Midway Drop Ramp.</p> <p>b) Package 4 includes one additional general-purpose lane and one additional BRT/HOV lane in each direction. The BRT/HOV lanes would be located in the median, separated from general purpose lanes by a "buffer" or painted stripes. Broomfield is only served by one "slip ramp" access point to these lanes at approximately Midway Boulevard. Additional access is critical to facilitate travel destined for the Wadsworth Interchange/Interlock area.</p> <p><b>Comment:</b> Access to Broomfield can be better met through a facility that includes multiple access points to capacity improvements. The final alternative crafted from Packages 2 and 4 presented in the DEIS must address identified access needs. It is critical that all of Broomfield's employment and activity centers benefit from new investments in US 36.</p> <p><b>2. Reconstruction of the Wadsworth Interchange</b></p> <p>Either Package 2 or 4 would reconstruct the Wadsworth Interchange and provide a new access point to Broomfield to alleviate traffic congestion and add capacity on US 36 at this critical juncture. The DEIS text and maps describe improvements and access treatments for the Wadsworth Interchange that are consistent with Broomfield supported studies to date. Both Packages 2 and 4 would provide better operations (better Level of Service) at the Wadsworth Interchange. Overall access to the Broomfield area would be enhanced.</p> <p><b>Comments:</b> Broomfield strongly supports reconstruction of the Wadsworth Interchange as an early action phase of any US 36 improvements. We request that text and maps include reference to, and labeling of, State Highways 128, 287 and 121 in addition to Wadsworth Parkway.</p> <p><b>3. Replacement of Old Wadsworth Bridge, Realigning it with 112<sup>th</sup> Avenue</b></p> <p>Improved access and community connectivity would be provided by demolishing and replacing the existing Old Wadsworth Bridge with a new bridge that is realigned with W. 112<sup>th</sup> Avenue. The new bridge is proposed to intersect with an extended 112<sup>th</sup> Avenue through both packages.</p> <p><b>Comment:</b> Replacement and realignment of the Old Wadsworth Bridge is a high priority for Broomfield, providing greatly improved safety and improved connectivity between the Broomfield and Arista areas and the surrounding Arista development. The new connection of 112<sup>th</sup> Avenue would emphasize east-west traffic movement in the area, tying Wadsworth Parkway through the Arista development to Main Street in Broomfield.</p>	<p><b>Response to Comment #10-1:</b> The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane with access between each interchange. For more information, see the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions.</p> <p><b>Response to Comment #10-2:</b> See response to Comment #10-1.</p> <p><b>Response to Comment #10-3:</b> Appendix A, Corridor Reference Maps, has been revised to include the street labels requested. Other maps throughout the FEIS refer to local streets where appropriate and possible.</p> <p><b>Response to Comment #10-4:</b> Comment noted. The US 36 project team has been working with Broomfield to determine the appropriate replacement of the Old Wadsworth Boulevard bridge. CDOT is currently planning to partner with Broomfield to provide a replacement bridge at 112<sup>th</sup> Avenue in conjunction with the city's plans to provide a new connection to the Arista development.</p>
<p>Comment #10-2</p>		
<p>Comment #10-3</p>		
<p>Comment #10-4</p>		

Commenter	Comment	Response to Comment
<p>Comment #10-5</p>	<p>Mr. Andrea Meneghel September 12, 2007 Page 3</p> <p><b>4. Provision of BRT Stations for Broomfield</b> Provision of BRT stations and parking at two locations in Broomfield are critical and included in both packages.</p> <p>Comment: A preferred alternative should continue to include BRT stations at the following locations:</p> <ul style="list-style-type: none"> <li>W. 116<sup>th</sup> Avenue at US 36 and adjacent to the Broomfield Event Center Parking will be provided as described in the DEIS in the existing joint use parking structure near the Event Center, with an additional 870 spaces provided on the east side of highway. A pedestrian bridge and bus slip ramps, as proposed by RTD, are supported.</li> <li>Existing Flatiron park-n-Ride (north of US 36 and west of Flatiron Crossing Drive). The existing pedestrian underpass should be extended in conjunction with any widening of US 36.</li> </ul> <p><b>5. Right-of-Way Impacts</b> The expansion of the right-of-way required for the Wadsworth Interchange reconstruction would require partial or full acquisition of commercial properties in the northwest quadrant of the interchange. As depicted in both DEIS packages, the preliminary ramp and cloverleaf design would impact proposed development in the Interlocken East area.</p> <p>Expansion of the right-of-way required for improvements to the Interlocken Loop interchange with US 36 would require partial acquisition of hotel parking and two retail pad sites on the south side of the highway near East Flatiron Circle.</p> <p>Package 2 proposes a drop ramp connection to Interlocken Loop and Midway Boulevard. Map 5 of Appendix Two indicates the Impact Area of the drop ramp connection to the local street network, indicating potentially significant right-of-way, access and property impacts to existing development.</p> <p>Comment: Broomfield strongly requests that as engineering and design of improvements are refined, right-of-way impacts to private property at these locations are eliminated or minimized.</p> <p>Further analysis and information is necessary to determine detailed impacts to development adjacent to the Midway drop ramp.</p> <p><b>5. Arterial Street Impacts</b></p> <p>a) West 120<sup>th</sup> at Emerald Lane: Both Packages 2 and 4 propose ending West 120<sup>th</sup> Avenue at Emerald Lane. This terminus is not consistent with the FEIS/Record of Decision for the 120<sup>th</sup> Avenue Connection. According to their plan, W. 120<sup>th</sup> Avenue will intersect with a new/wire-aligned Commerce Street just west of Emerald Lane. The DEIS</p>	<p><b>Response to Comment #10-5:</b> These improvements are included either as a part of the Combined Alternative Package (Preferred Alternative) or Regional Transportation District's (RTDs) Phase 1 improvements being constructed in the spring of 2009.</p>
<p>Comment #10-6</p>	<p>Expansion of the right-of-way required for improvements to the Interlocken Loop interchange with US 36 would require partial acquisition of hotel parking and two retail pad sites on the south side of the highway near East Flatiron Circle.</p> <p>Package 2 proposes a drop ramp connection to Interlocken Loop and Midway Boulevard. Map 5 of Appendix Two indicates the Impact Area of the drop ramp connection to the local street network, indicating potentially significant right-of-way, access and property impacts to existing development.</p> <p>Comment: Broomfield strongly requests that as engineering and design of improvements are refined, right-of-way impacts to private property at these locations are eliminated or minimized.</p> <p>Further analysis and information is necessary to determine detailed impacts to development adjacent to the Midway drop ramp.</p> <p><b>5. Arterial Street Impacts</b></p> <p>a) West 120<sup>th</sup> at Emerald Lane: Both Packages 2 and 4 propose ending West 120<sup>th</sup> Avenue at Emerald Lane. This terminus is not consistent with the FEIS/Record of Decision for the 120<sup>th</sup> Avenue Connection. According to their plan, W. 120<sup>th</sup> Avenue will intersect with a new/wire-aligned Commerce Street just west of Emerald Lane. The DEIS</p>	<p><b>Response to Comment #10-6:</b> With the Combined Alternative Package (Preferred Alternative), the impacts to the commercial properties in the northwest quadrant of the Wadsworth Boulevard interchange are the same as Package 2 and Package 4. Impacts to the properties in the vicinity of East Flatiron Circle have been substantially reduced. Impacts associated with the drop-ramp at Midway Boulevard are no longer applicable as the Preferred Alternative does not propose a drop-ramp in this location.</p> <p>Impacts to all properties will continue to be evaluated and minimized, where possible, as the design process proceeds. Additional detailed right-of-way (ROW) information is provided in Section 4.4, Right-of-Way and Relocations, of the FEIS.</p>

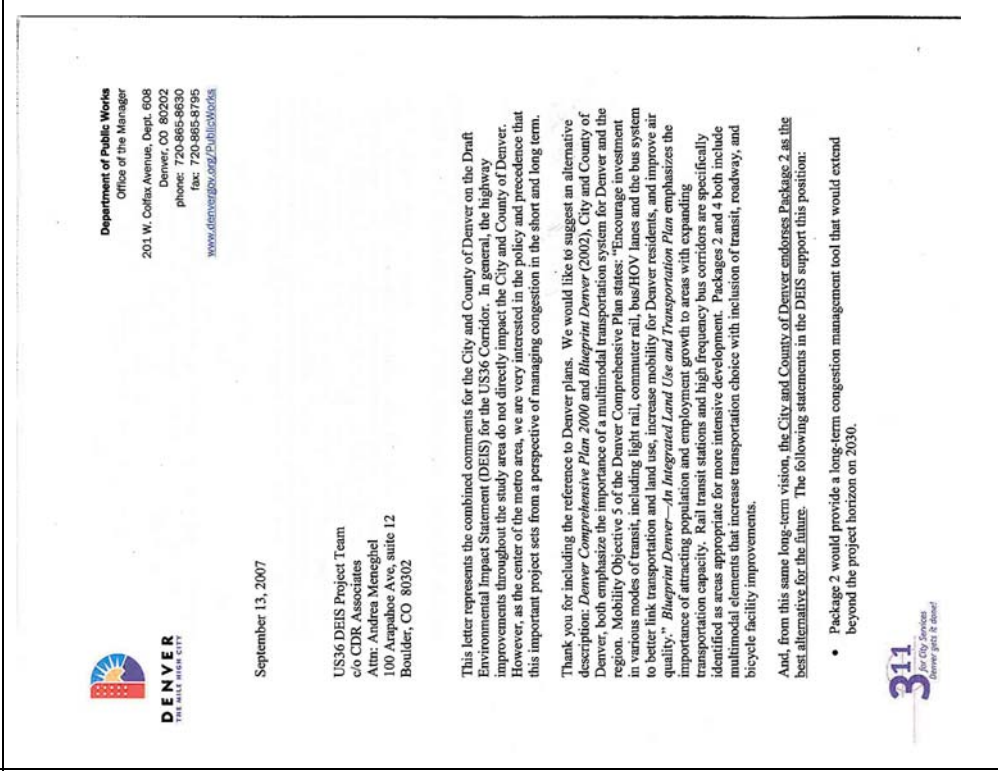



Commenter	Comment	Response to Comment
<p>Comment #10-7</p>   	<p>Mr. Andrea Meneghelli September 12, 2007 Page 4</p> <p>does note the re-alignment of existing Commerce Street to connect to the new 120<sup>th</sup> Avenue Connection.</p> <p><u>Comment:</u> The US 36 DEIS should be corrected to reflect the connection of W. 120<sup>th</sup> Avenue to a new Commerce Street as part of the 120<sup>th</sup> Avenue Connection project. Broomfield acknowledges that at the time the Wadsworth Interchange is reconstructed, planned westbound ramps will create the need to vacate Carr Street.</p> <p>b) Midway and Interlocken Boulevard: Under Package 2, express lane traffic would access the Interlocken and West Midway employment centers on a new bridge over US 36 connecting the north and south sides of the highway. The new roadway included in Package 2 would be located between the existing 360 and 370 Interlocken office buildings, tying into existing Interlocken Boulevard. On the north side of US 36 an extension of Midway Boulevard would intersect with Industrial Lane and then rise over the BNSF railroad to cross over US 36.</p> <p><u>Comment:</u> Broomfield is concerned about the localized impacts created by the drop ramp proposed at this location to facilitate Package 2. In discussions with affected property owners, they have expressed concerns about increased traffic, noise and visual impacts of the roadway connecting the Midway Drop Ramp to the existing local street network.</p> <p><b>Z. Drainage, Irrigation Ditch Crossings, and Utilities</b></p> <p>a) Drainage: Airport Creek crosses US 36 in the Broomfield Segment. There are several crossings of US 36 that support the sub basin drainages of Rock Creek and Community Park Drainage. Broomfield anticipates that the project will modify the drainage crossing to accommodate historic flows and pay the costs as required with any of the build packages.</p> <p><u>Comment:</u> Broomfield anticipates the build packages to be responsible for costs to modify any of these crossings.</p> <p>b) Irrigation Ditch Crossings: Dry Creek Valley Ditch crosses US 36 near (south of) the Wadsworth interchange. The DEIS does not reference the ditch crossing and how any of the build packages will address conflicts with this crossing.</p> <p><u>Comment:</u> Broomfield anticipates that the project will address and pay the costs as required for any modification of the Dry Creek Valley Ditch crossing of US 36.</p> <p>c) Broomfield Utilities (Water, Sanitary Sewer, Reuse Systems): The document does not identify any crossings of US 36 with Broomfield utilities. Numerous crossings exist.</p> <p><u>Comment:</u> Broomfield anticipates that any of the build packages will need to address necessary modifications as part of the build package costs.</p>	<p><b>Response to Comment #10-7:</b> The project team has incorporated updated line work for the 120<sup>th</sup> Avenue project in Appendix A, which has been revised for the FEIS.</p> <p><b>Response to Comment #10-8:</b> The Preferred Alternative identified in the FEIS does not include a new access point (drop-ramp) at Midway Boulevard, and therefore, the impacts at Midway Boulevard would be reduced. Traffic, noise, and visual impacts for Package 2 are discussed in Chapter 3, Transportation Impacts and Mitigation; Section 4.13, Noise; and Section 4.11, Visual and Aesthetic Resources, respectively.</p> <p><b>Response to Comment #10-9:</b> When facilities such as drainages, irrigation ditches, and utilities are impacted by a construction project, CDOT typically modifies the facilities to provide continuation of service function and takes responsibility for the associated cost. The project's current cost estimate contains contingencies to cover the cost of miscellaneous items, such as utilities, that will be identified as the project progresses beyond the 10 percent design stage.</p> <p><b>Response to Comment #10-10:</b> The FEIS provides a high-level analysis of major drainage and irrigation structures and does not address minor crossings such as the Dry Creek Valley Ditch. Similar to the major crossing structures, minor crossing structures would be extended to provide continuation of service function. Additionally, if the crossing structure is an irrigation ditch, BMPs are typically used to mitigate against potential water quality impacts.</p> <p><b>Response to Comment #10-11:</b> See response to Comment #10-9.</p>
<p>Comment #10-9</p>  		
<p>Comment #10-10</p>  		
<p>Comment #10-11</p> 		



Commenter	Comment	Response to Comment
<p>Mr. Andrea Meneghel September 12, 2007 Page 5</p> <p><b>8. Parks and Open Space</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Frank Varra Park (Site 380) and Miner's Park (Site 381) are in Broomfield and not the Superior/Louisville area. The impact areas and narrative on impacts will need to be updated to show Broomfield throughout the document. The mapped area for Broomfield should also include these two sites.</li> <li>• The DEIS does not fully address impacts to the East Interlocken Trail Crossing (TC 16) under the build packages. In both packages the pedestrian underpass will be lengthened to accommodate roadway widening. Impacts to TC 16 will be similar to what is described for the South Boulder Creek Trail Crossing (TC 12) on page 4.9-15. The trail crossing would be temporarily impacted, but the utility of this crossing would not be impaired once construction is complete. Please note by how many feet the crossing will be lengthened. The re-establishment of trail connections should also be included as a part of planned improvements to TC 16. Mitigation should be upgraded given the impacts on the underpass from the road expansion. The mitigation chart lists the addition of lights to impacted trail crossings. Additional upgrades would be anticipated given the impacts on TC 16 and should be identified in the report.</li> <li>• The Broomfield sales tax addresses both open space and park acquisition and maintenance of open space. Page 4.9-5 should be corrected to state "open space and parks and open space maintenance" in the last sentence of the Broomfield section.</li> </ul> <p><b>9. Proposed Bikeway</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Broomfield supports inclusion of a bikeway facility as part of the multi-modal improvements in US 36. Coordination of development and redevelopment opportunities will be critical to connections to existing and new on-street and trail facilities.</li> <li>• Please rewrite the bikeway section as it is proposed on page 2.5-16 to provide more specific information about the alignment and planned grade crossings as follows: "In the Broomfield Segment, the bikeway would continue west on the south side of US 36. It would travel under Wadsworth Parkway via a grade-separated crossing. The bikeway would extend under 120<sup>th</sup> Avenue on the west side of the Wadsworth Interchange via a separated bikeway that is protected from the traffic lanes at 120<sup>th</sup> Avenue. The proposed bikeway would continue west on the south side of US 36. In Package 2, the bikeway travels under the Midway Boulevard Bridge through a grade separated crossing. The bikeway would utilize the existing bike/pedestrian trail and series of grade separated crossings within Flatiron Marketplace and the Flatiron Crossing shopping area. The bikeway would follow the existing trail through Frank Varra Park and cross beneath Flatiron Crossing Drive to reach Miners Park on the very western edge of Broomfield."</li> </ul>	<p><b>Response to Comment #10-12:</b></p> <p>The lengthy project study area was broken into manageable segments for ease in analyzing and presenting data. The segment boundaries used for this project generally follow jurisdictional boundaries, but not always. The segment names utilized are based on the predominant jurisdiction within a segment.</p> <p>Although Frank Varra Park and Miner's Park are located in the city of Broomfield, they fall in the Superior/Louisville Segment for the purposes of the EIS. Because the parks are located in the Superior/Louisville Segment in the FEIS, they continue to be discussed in the Superior/Louisville section of Section 4.9, Parks and Open Space. However, the FEIS text has been updated under the Affected Environment section of Section 4.9 to note that Frank Varra Park is owned by the city of Broomfield.</p> <p><b>Response to Comment #10-13:</b></p> <p>The crossing would be widened by up to 50 feet on both sides as stated in the DEIS in Chapter 7, Final Section 4(f) Evaluation. Proposed mitigation is the same for the East Interlocken Trail Crossing as it is for the South Boulder Creek Trail Crossing. A letter dated April 9, 2009 from the city and county of Broomfield concurred that the impacts associated with this crossing can be considered <i>de minimis</i>. See Appendix B, Consultation and Coordination, to view a copy of the letter.</p> <p><b>Response to Comment #10-14:</b></p> <p>Changes to the text have been made as requested in the FEIS.</p> <p><b>Response to Comment #10-15:</b></p> <p>Comment noted. The bikeway is included in the Preferred Alternative identified in the FEIS. More detailed information about the specific bikeway connections included as part of the US 36 bikeway are provided in Section 2.6, Package Descriptions.</p> <p><b>Response to Comment #10-16:</b></p> <p>The description of the bikeway has been revised and a typical bikeway cross section has been added to the FEIS. See the revised bikeway description and cross-section in Section 2.6.</p>	


Commenter	Comment	Response to Comment
<p>Mr. Andrea Meneghel September 12, 2007 Page 6</p> <p>Comment #10-16 (cont.)</p> <p>Comment #10-17</p> <p>Comment #10-18</p>	<p>• A cross-section for the bikeway should be included in this chapter so this facility is addressed in a similar manner to all of the roadway improvements.</p> <p><b>10. Historic Properties</b></p> <p><b>Comment:</b> Broomfield believes that an additional property should be identified in Chapter 4.7 of the DEIS. The Broomfield School, 11975 Vance Street, was built in the mid-1880's, serving the Broomfield community as the only school from approximately 1892 until 1921. The exterior has not been modified. The school was moved from its original location at 10<sup>th</sup> and Main to a location that later became part of the right-of-way of the new Boulder Turnpike. It was moved again to its current location at 11975 Vance Street. This property was identified in the Environmental Assessment and Section 4(f) Evaluation for the 120<sup>th</sup> Avenue Connection as a potential residential relocation, but was not identified as a historically significant property. The 120<sup>th</sup> Avenue FEIS and Record of Decision were completed in January 2006. The Broomfield Historic Landmark Board had its first meeting in March of 2006 and subsequently completed a Historic Feasibility Study identifying this property. The US 36 DEIS should acknowledge and include mitigation to address the relocation of this property.</p> <p><b>11. Initial Mobility Improvements for US 36</b></p> <p>Broomfield has worked collaboratively with the US 36 Mayors and Commissioners Coalition (MCC) to propose a package of improvements for the US 36 Corridor that has been shaped by the alternatives developed in the US 36 Draft EIS and the project developed and submitted in April 2007 to the US DOT in our Urban Partnership Application.</p> <p><b>Comment:</b> The package must serve all modes of travel through phased improvements that can be implemented as soon as funding is identified. Key elements of a preferred package supported by Broomfield as part of the US 36 MCC are described below.</p> <ul style="list-style-type: none"> <li>• The addition of one buffer separated High Occupancy Toll (HOT) lane in each direction for carpools, vanpools and buses to travel free and single occupant vehicles to pay a toll that varies according to congestion levels. Access should be managed by price to ensure BRT and HOV do not experience a reduction in travel time.</li> <li>• Any capacity improvements to US 36 must accommodate all modes of travel from I-25 to Foothills Parkway/Table Mesa Drive. The final EIS should determine how the lane terminates and its transition to the existing highway footprint at Foothills/Table Mesa Drive so that bus travel time is not compromised.</li> <li>• Interchange improvements to replace or reconstruct existing infrastructure are critical to improved access to our communities at Broadway, Pecos, Federal, Sheridan/92nd, Church Ranch/104th, Wadsworth, McCaslin, and Foothills Parkway/Table Mesa Drive.</li> <li>• Bus Rapid Transit stations are a critical building block in the BRT system that will serve the corridor.</li> </ul>	<p><b>Response to Comment #10-17:</b> The current location of the Broomfield School, 11975 Vance Street, is not within the APE for the US 36 corridor.</p> <p><b>Response to Comment #10-18:</b> The Combined Alternative Package (Preferred Alternative) has many of these features (e.g., buffer-separated managed lanes, interchange improvements, BRT stations, and a bikeway). For information on the laneage into Boulder, see the discussion in Section 2.7, Resolution of Issues, of the FEIS. For information on TDM, see the Combined Alternative Package (Preferred Alternative) Description in Section 2.6.</p>

Commenter	Comment	Response to Comment
<p>Comment #10-18 (cont.)</p>	<p>Mr. Andrea Meneghel September 12, 2007 Page 7</p> <ul style="list-style-type: none"> <li>• A bikeway facility adjacent to US 36 configured as an off-street, separated multi-use path within or adjacent to the existing right-of-way of US 36 is strongly preferred.</li> <li>• A Transportation Demand Management package must be an integral part of construction and for the long-term operation of the corridor to ensure the efficiency and effectiveness of any build alternative.</li> </ul> <p>On behalf of the Broomfield City Council, we request consideration and response to our comments in the Final Environmental Impact Study. Broomfield is committed to continuing our active and constructive role in facilitating needed improvements to the US 36 Corridor.</p> <p>Sincerely,  Karen Stuart Mayor</p>	






Commenter	Comment	Response to Comment
<p>City and County of Denver, Bill Vidal Comment #11</p>	 <p>September 13, 2007</p> <p>US36 DEIS Project Team c/o CDR Associates Attn: Andrea Meneghel 100 Arapahoe Ave, suite 12 Boulder, CO 80302</p> <p>This letter represents the combined comments for the City and County of Denver on the Draft Environmental Impact Statement (DEIS) for the US36 Corridor. In general, the highway improvements throughout the study area do not directly impact the City and County of Denver. However, as the center of the metro area, we are very interested in the policy and precedence that this important project sets from a perspective of managing congestion in the short and long term.</p> <p>Thank you for including the references to Denver plans. We would like to suggest an alternative description: <i>Denver Comprehensive Plan 2000 and Integrated Denver 2002</i>, City and County of Denver, both emphasize the importance of a multimodal transportation system for Denver and the region. Mobility Objective 5 of the Denver Comprehensive Plan states: "Encourage investment in various modes of transit, including light rail, commuter rail, bus/HOV lanes and the bus system to better link transportation and land use, increase mobility for Denver residents, and improve air quality." <i>Blueprint Denver—An Integrated Land Use and Transportation Plan</i> emphasizes the importance of attracting population and employment growth to areas with expanding transportation capacity. Rail transit stations and high frequency bus corridors are specifically identified as areas appropriate for more intensive development. Packages 2 and 4 both include multimodal elements that increase transportation choice with inclusion of transit, roadway, and bicycle facility improvements.</p> <p>And, from this same long-term vision, the City and County of Denver endorses Package 2 as the best alternative for the future. The following statements in the DEIS support this position:</p> <ul style="list-style-type: none"> <li>Package 2 would provide a long-term congestion management tool that would extend beyond the project horizon on 2030.</li> </ul>	<p><b>Response to Comment #11-1:</b> Changes to text have been made as requested in the FEIS.</p> <p><b>Response to Comment #11-2:</b> Comment noted. The Preferred Alternative Committee (PAC) has agreed on a Combined Alternative Package (Preferred Alternative) that includes elements of Package 2 and Package 4 including one buffer-separated managed lane in each direction, ramp BRT stations, interchange improvements, a bikeway, and TDM. The Combined Alternative Package (Preferred Alternative) provides for better access to the managed lanes at separate ingress and egress points located between each interchange and eliminates drop-ramps. Managed lanes are separated from the general-purpose lanes by a painted buffer. For additional details, see the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions. Also, see the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p>





Commenter	Comment	Response to Comment
<p>Comment #111-2 (cont.)</p> <p>Comment #111-3</p>	<ul style="list-style-type: none"> <li>• The primary difference between the two packages is that Package 2 could accommodate more users in the express lanes.</li> <li>• Travel time reliability is expected to be more consistent with Package 2 that with Package 4 because the types and numbers of vehicles in the express lanes could be managed by regulation and pricing. This reliability would affect not only automobile travelers, but also bus travelers.</li> <li>• Package 2 would provide better-predicted safety performance and fewer serious accidents than Package 4 because it has fewer conflict points.</li> </ul> <p>Lastly, the City and County of Denver is concerned about the amount of bus traffic downtown. On page 3.5-22, the document notes that there will be 8 additional buses in the Build Packages versus the No Build package during peak hour that would travel from DUS to Civic Center. With respect to the increase in buses, the document states: "the impacts on traffic movements would not be noticeable." We agree with this statement but continue to be concerned about the additional buses in conjunction with 4-car light rail vehicles and the Downtown Multimodal Access Plan circulator planned in the same vicinity. The cumulative effects of these transit capacity improvements will have to be reviewed in terms of mobility and potential congestion on CBD streets.</p> <p>Thank you for the opportunity to participate and comment on the DEIS. We look forward to continue the collaboration on this important corridor.</p> <p>Sincerely,</p>  <p>Guillermo "Bill" Vidal Manager of Public Works</p>	<p><b>Response to Comment #11-3:</b></p> <p>CDOT and RTD will continue to partner with the City and County of Denver as the design and implementation of these other program approaches in order to address any potential congestion issues.</p>

Commenter	Comment	Response to Comment
<p>Town of Superior, Mayor Andrew Muckle Comment #12</p>	<p style="text-align: right;"><i>Received 9/12/2007</i></p>  <p>September 14, 2007</p> <p>US 36 Mobility Partnership c/o CDR Associates 100 Arapahoe Ave, Suite 12 Boulder, CO 80302</p> <p>Ladies and Gentlemen:</p> <p>The Town of Superior appreciates the work done by the US 36 EIS project team since the beginning of this study, and the opportunity to participate in the DEIS process and provide feedback on the US 36 DEIS. Please find attached the Town of Superior's comments on the US 36 DEIS. In this document we identified our issues, preferences and suggested alternatives on the two proposed packages.</p> <p>If you need any additional information or have questions for us please do not hesitate to contact our Town Manager, Scott Randall, at 303-499-3675.</p> <p>Sincerely,                Andrew Muckle, Mayor              Town of Superior</p> <p>CC: Superior Town Board              Scott Randall, Town Manager</p> <p>124 E. Coal Creek Drive • Superior, CO 80027 • (303) 499-3675  <small>Fax: (303) 499-3677 • <a href="http://www.townofsuperior.com">www.townofsuperior.com</a></small></p>	

Commenter	Comment	Response to Comment
<p>Commenter</p> <p>Comment #12-1</p>	 <p><b>The Town of Superior comments to the U.S. 36 Draft Environmental Impact Statement</b></p> <p><u>Overview</u></p> <p>The Town of Superior supports the need for major transportation improvements along the U.S. 36 corridor. The existing transportation system operates at a poor level of service during peak periods which adversely affects the environment, mobility, economic development opportunities and overall quality of life. Absent significant improvements, and with projected employment and population growth, the corridor will further exceed system capacity.</p> <p>The Town of Superior recognizes the significant challenges in identifying the funding necessary to fully implement any solution for this corridor. For this reason, we strongly support development of an implementation phasing plan that identifies minimal operable segments which can be constructed in tandem with available funding.</p> <p>The following list identifies those elements that the Town of Superior has identified as prerequisites in any preferred alternative:</p> <ul style="list-style-type: none"> <li>• BRT facilities and service should be established in dedicated BRT lanes, operating in each direction, from the Table Mesa Park-n-Ride to the intersection of I-25</li> <li>• Additional general purpose lanes should be constructed, in each direction, from I-25 to the Foothills Parkway/Table Mesa Interchange</li> <li>• HOV lanes should be constructed, in each direction, from I-25 to the Foothills Parkway/Table Mesa Interchange, with such lanes being fully-accessible, without barrier separation</li> <li>• The McCaslin Boulevard Interchange design must incorporate the northeast loop to provide access to westbound U.S. 36 traffic</li> <li>• Transportation demand management strategies must address increased capacity, improved accessibility and reduced travel times</li> <li>• Continuous and fully functional bike lanes with appropriate grade separation.</li> <li>• Highest priority be given to BRT and HOV users on all managed lanes</li> </ul> <p><u>General Comments</u></p> <p>This is a summary of general comments that relate to proposed alternatives presented in both Packages 2 and 4.</p>	<p><b>Response to Comment #12-1:</b></p> <p>The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that includes elements of Package 2 and Package 4, including one buffer-separated managed lane in each direction, ramp BRT stations, interchange improvements, a bikeway, and TDM. The Preferred Alternative provides for better access to the managed lanes at separate ingress and egress points located between each interchange, and eliminates drop-ramps. Managed lanes are separated from the general-purpose lanes by a painted buffer. For more details, see the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions. Also, see the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p> <p>Additional information related to TDM has been added to the FEIS. See Section 2.6.</p> <p>The proposed McCaslin Boulevard interchange design accommodates the projected traffic demand, and the northeast loop is not necessary. Additionally, it is geometrically challenging to provide, without significant ROW acquisition. The traffic analysis includes addressing impacts to adjacent intersections from all ramp terminal intersections.</p>




Commenter	Comment	Response to Comment
<p>Comment #12-2</p>  <p>Comment #12-3</p>  <p>Comment #12-4</p>  <p>Comment #12-5</p>  <p>Comment #12-6</p> 	<ul style="list-style-type: none"> <li><i>McCaslin Boulevard Interchange Design</i> – The proposed change to the interchange is to widen the bridge to accommodate double left turn lanes and not have a northeast loop to access westbound on US 36. The Town of Superior believes the northeast loop would be the best option since it will be less costly than a bridge widening, would entail less traffic disruption on McCaslin during construction and would significantly enhance operational performance.</li> <li>We would propose that the US 36 Project Team consider using a different design for the northeast loop. Attached is a diagram showing a configuration design that would improve traffic flow, accommodate all grading and drainage issues and not require the displacement of any businesses.</li> <li>The Town of Superior currently has funds budgeted to improve the McCaslin Interchange jointly with CDOT and Louisville. This project is in the approved DRCOG Transportation Improvement Plan (TIP) and scheduled for construction in 2010. If the northeast loop configuration is not included as part of this interchange improvement, the Town of Superior will not contribute any funding to this project.</li> <li>Finally, the Town of Superior requests that an analysis be conducted on how the changes to the interchange being proposed in the DEIS will impact local arterial roadways. There is not sufficient information in the DEIS to address this issue.</li> <li><i>McCaslin BRT Station</i> – The DEIS indicates that the McCaslin BRT Station will see a reduction of 224 parking spaces, representing a loss of 48 percent in existing parking spaces. Of this total, 132 parking spaces would be removed from the south parking lot in Superior; and 92 parking spaces would be lost in the north parking lot located in Louisville. The total parking spots remaining would only be 242. It is stated in the document that 170 people currently use the BRT and that the 242 parking spots will be sufficient. The DEIS (Table 3.4-7) indicates that BRT ridership will increase by as many as 370 riders in Package 2. This contradicts the propriety of removing 224 parking spaces at the McCaslin BRT Station. We understand parking spaces need to be relocated due to expansion of the highway. However, the Town of Superior wants a parking plan sufficiently sized to serve its expected constituency. Therefore, it is imperative that there be no reduction in the total number of parking spaces provided at this location.</li> <li><i>Pedestrian/Bikeway</i> – We support the proposed pedestrian and bikeway paths contained in the DEIS.</li> <li><i>Drainage</i> – We support the proposed drainage issues and concerns that will be addressed in the DEIS.</li> <li><i>Utilities</i> – We support the proposed utility issues and concerns addressed in the DEIS. However, we did find an existing emergency overflow sewer line that runs</li> </ul>	<p><b>Response to Comment #12-2:</b> See response to Comment #12-1.</p> <p><b>Response to Comment #12-3:</b> See response to Comment #6-12.</p> <p><b>Response to Comment #12-4:</b> Comment noted.</p> <p><b>Response to Comment #12-5:</b> Comment noted.</p> <p><b>Response to Comment #12-6:</b> The project is only at a 5 to 10 percent level of design, which does not include identification of all utilities along the corridor. The project's current cost estimate contains contingencies to cover the cost of miscellaneous items, such as utilities, that will be identified as the project progresses beyond the 5 to 10 percent design stage.</p>

Commenter	Comment	Response to Comment
<p>Comment #12-6 (cont.)</p>  <p>Comment #12-7</p>  <p>Comment #12-8</p>  <p>Comment #12-9</p> 	<p>from Coal Creek in Superior under US 36 is not identified on the utility locates section on page 4.18.2.</p> <ul style="list-style-type: none"> <li><i>Flood Plain</i> – The document mentions there is still on-going study addressing the flood plain issues affecting Coal Creek. We need to know the results of this study or any other information you might have to provide comments on the flood plain issues. Absent such information, it is not possible to opine on the affects of this project on adjacent flood plains and wetlands; however, the flood plain should be managed to preclude the need for off-site storage.</li> <li><i>Noise</i> – We take exception to the noise impact analysis (Section 4.13) for the portion of improvements adjacent to Superior. Specifically, noise measurements were not taken in or near the Saddlebrooke Subdivision in the Town of Superior. Therefore, in the Town’s view, the noise analysis is incomplete.</li> </ul> <p><b>Package 2:</b> The following are comments specifically addressing issues contained in Package 2:</p> <ul style="list-style-type: none"> <li><i>Highway segment from S. 88<sup>th</sup> St. to Cherryvale Road</i> – The Town of Superior believes that there should be an additional general purpose lane or auxiliary lane to keep traffic flow moving into Boulder. In this Package, there is only one Express/BRT lane and two general purpose lanes from S. 88<sup>th</sup> St. to Cherryvale Road (or Boulder). The Express/BRT will help alleviate some congestion from McCaslin Blvd. to Boulder, but there is no expansion of the general purpose lanes west of McCaslin Blvd.</li> <li><i>BRT, HOV, &amp; Express Lanes</i> – The Town is supportive of high occupancy tolling as long as it is focused on managing capacity to maximize system performance. Express lanes must support expanding travel choices for BRT and be free for High Occupancy Vehicles (HOVs).</li> </ul> <p>Package 2 also has issues with the accessibility of being able to get in and out of the HOV lanes because of the barrier separated divider. The Town supports buffer separated HOV lanes, and is opposed to barrier separated lanes, in order to allow access to these lanes from all entrance points.</p> <ul style="list-style-type: none"> <li><i>Bus Routes</i> – Table 2.5.2 indicates that the Foothills Parkway/Superior – Market Street express bus route is being eliminated. The Town of Superior is opposed to the elimination of this bus route without any clear and compelling rationale provided in the DEIS.</li> </ul> <p><b>Package 4</b></p>	<p><b>Response to Comment #12-7:</b> The Coal Creek floodplain crossing at US 36 has been studied. Under existing conditions, Coal Creek overtops US 36. The build packages include raising the roadway profile and increasing the bridge length to pass the 100-year flow rates under US 36. See Table 4.20-8, Floodplain Impact Analysis, for results.</p> <p><b>Response to Comment #12-8:</b> The noise analysis was completed in accordance with FHWA and CDOT standard procedures (CDOT 2002 and FHWA 23 CFR 772). Noise levels were measured at 20 representative locations along the alignment. Although noise measurements were not collected at the Saddlebrooke Subdivision, other measurements along the alignment were used to evaluate existing conditions and to conduct the noise analysis for this area. The noise measurements are used to check the results from the noise model, not to propose mitigations.</p> <p><b>Response to Comment #12-9:</b> See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions, for more detailed information.</p> <p>Responses to specific bulleted comments on Package 2 are addressed below: Highway Segment from South 88<sup>th</sup> Avenue to Cherryvale Road – The Combined Alternative Package (Preferred Alternative) contains one new climbing lane in each direction extending westbound from McCaslin Boulevard and eastbound from Foothills Parkway/Table Mesa Drive to the top of Davidson Mesa. A bus-only auxiliary lane from the top of Davidson Mesa westbound to Table Mesa Drive/Foothills Parkway and eastbound to McCaslin Boulevard is also included as part of the Preferred Alternative. While the traffic analysis indicates a need for the bus-only auxiliary lane by 2035, it is unclear at what point in the future the lane will become necessary. Therefore, triggers for the implementation of this lane have been established and agreed upon, and are described in the FEIS. See Section 2.7, Resolution of Issues, for more detailed information.</p>

Commenter	Comment	Response to Comment
		<p><i>BRT, HOV, and express lanes</i> – The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane in each direction. HOV and BRT vehicles would use these lanes free of charge. The remaining capacity to maintain the desired operating conditions in the manage lane would be available to SOVs for a fee. The buffer-separated managed lane would allow for better access between each interchange at separate ingress and egress points.</p> <p><i>Bus routes</i> – The RTD Route F Foothills Parkway/Superior – Market Street has been eliminated by RTD since the writing of the DEIS. Table 2.6-2, Proposed Changes to the RTD Bus System Plan for Package 2, has been updated to remove this route.</p>

Commenter	Comment	Response to Comment
<p>Comment #12-10</p>	<p>The following are comments specifically addressing issues contained in Package 4:</p> <ul style="list-style-type: none"> <li>The Town of Superior supports the increased mobility on US 36 by adding additional general purpose lanes and HOV/BRT lanes from 1-25 to the Foothills Parkway/Table Mesa Interchange.</li> <li>We would like clarification in Package 4 where westbound access into and out of the BRT/HOV lanes would be provided near McCaslin Boulevard. It is not specified in the document on page 2.5-27.</li> <li><i>Foothills Parkway</i> – We support the findings of the US 36 Project Team on the two alternatives considered for Foothills Parkway &amp; Table Mesa; specifically the addition of new general purpose (auxiliary) lanes between McCaslin and the Foothills Parkway/Table Mesa Interchange.</li> </ul>	<p><b>Response to Comment #12-10:</b> See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, for more detailed information.</p> <p>Responses to specific bulleted comments on Package 4 are addressed below:</p> <ul style="list-style-type: none"> <li><i>Additional general-purpose lanes</i> – Overall, general-purpose lanes are not included in the Combined Alternative Package (Preferred Alternative). However, one general-purpose lane is proposed in the eastbound direction from Sheridan Boulevard to approximately Pecos Street for the Preferred Alternative. In addition, auxiliary lanes are proposed between interchanges from McCaslin Boulevard to Sheridan Boulevard.</li> <li><i>Managed lane entrance and exit</i> – The eastbound entrance to the managed lane is approximately 800 feet west Cherryvale Road. Westbound access into (and eastbound access out of) the managed lane would be provided near approximately 3,800 feet west of McCaslin Boulevard through a break in the buffer. In the westbound direction, the managed lane designation ends approximately 800 feet west of Cherryvale Road.</li> <li><i>Additional lane between McCaslin Boulevard and Foothills Parkway/Table Mesa Drive</i> – See response to Comment #12-9 for a description of lanes between McCaslin Boulevard and Foothills Parkway/Table Mesa Drive.</li> </ul>

Commenter	Comment	Response to Comment
<p>City of Louisville, Mayor Charles Sisk Comment #13</p>	 <p>Office of the Mayor September 14, 2007 Mr. Andrea Meneghel CDR Associates 100 Arapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p>RE: Transmittal of City of Louisville Comments to the US 36 Draft Environmental Impact Study</p> <p>Dear Mr. Meneghel:</p> <p>I am writing on behalf of the Louisville City Council to transmit our formal comments on the US 36 Draft Environmental Impact Statement as prepared below.</p> <p>The City of Louisville supports the Purpose and Need for Action as described in the US 36 DEIS. The City feels strongly that transportation improvements along the entire US 36 Corridor from I-25 to Foothills Parkway/Table Mesa Drive in Boulder are imperative for a safe and reliable road system. Recommended improvements should increase capacity, improve mobility and traffic flow, expand access and travel choice, provide enhanced transit service and update outdated facilities.</p> <p><b>GENERAL COMMENTS</b></p> <p><b>HOV/BRT Lanes</b> The City of Louisville supports the extension of the BRT/HOV lanes to the Table Mesa Interchange in the City of Boulder under packages P2 and P4. The extension of the BRT/HOV lanes to Table Mesa will improve BRT and HOV operations while also providing a logical start and terminus for the BRT and HOV lanes at the west end of US 36.</p> <p><b>ACCESS</b> The City of Louisville is concerned that vehicles entering westbound US 36 from the McCaslin Blvd Interchange will not be permitted access to either the express lane nor BRT/HOV lane under Packages P2 and P4. It appears this decision was based on traffic modeling which showed that fewer than 50 vehicles in any peak hour would use the express lane or BRT / HOV lane. Further modeling is needed to determine/confirm these numbers. Lack of access/mobility choice west of McCaslin is not supported.</p> <p>Package P2 does not provide adequate access points for vehicles trying to enter or exit the express lanes along US 36. The lack of adequate access points will significantly impact commercial business along the corridor and result in a shift of traffic patterns on the local roads. For example, potential express lane vehicles that would access US 36 from the Storage Tank / Interlocken Interchange prior to the improvements would now be required to use local arterials, like Dillon Road, to access US 36 at either McCaslin or</p> <p>749 Main Street • Louisville, Colorado 80027 • (303) 335-4533 • FAX (303) 335-4554</p>	<p><b>Response to Comment #13-1:</b> Comment noted.</p> <p><b>Response to Comment #13-2:</b> Comment noted. The Combined Alternative Package (Preferred Alternative) includes one buffer-separated managed lane in each direction with access between each interchange. The eastbound entrance to the managed lane is approximately 800 feet west of Cherryvale Road. Westbound access into (and eastbound access out of) the managed lane would be provided approximately 3,800 feet west of McCaslin Boulevard through a break in the buffer. In the westbound direction, the managed lane designation ends approximately 800 feet west of Cherryvale Road.</p>


Commenter	Comment	Response to Comment
<p>Comment #13-2 (cont.)</p> <p>Comment #13-3</p> <p>Comment #13-4</p> <p>Comment #13-5</p> <p>Comment #13-6</p> <p>Comment #13-7</p>	<p>Midway: Further modeling is needed to determine impacts to existing development and the local street network.</p> <p>The DEIS has failed to evaluate the impacts of the project at the Storage Tank/Interlocken Interchange. This interchange serves as an access point for US 36 for traffic originating from the Cities of Lafayette, Louisville, and Broomfield including areas within Boulder County along the State Highway 42 corridor. The existing diamond interchange will not have adequate access capacity to accommodate growth within the area. Thus, any impacts from the project should not preclude Local Agencies from constructing additional capacity at the interchange which could include loop ramps or the realignment of existing ramps.</p> <p>The City requests further consideration regarding the feasibility of providing access to US 36 from South 88<sup>th</sup> Street.</p> <p><b>Auxiliary Lanes</b> An auxiliary lane needs to be provided from the W. Flatiron Circle on-ramp to the McCaslin Blvd Interchange in conjunction with the westbound fly-over exit ramp proposed under P2. An auxiliary lane would improve traffic operations on US-36 by not requiring traffic to merge onto the freeway only to exit at the McCaslin Blvd Interchange.</p> <p>The City of Louisville supports a westbound auxiliary lane from McCaslin Blvd to Table Mesa under Package P4. The auxiliary lane will provide additional mobility and preserve the integrity of the freeway. It is the City's opinion that not providing a complete auxiliary lane will cause traffic to use local arterials within the City of Louisville for regional trips to the City of Boulder.</p> <p><b>Arterial Street Impacts</b> Under P2 and P4, arterial improvements on McCaslin Blvd and Dillon Road need to include the intersection of McCaslin Blvd and Dillon Road in order to provide additional opportunities to improve the LOS "F" projected at the intersection.</p> <p><b>Impacts to Coal Creek Golf Course</b> The DEIS has failed to adequately address the project's impacts to the Coal Creek Golf Course which is a City of Louisville public course. Packages P2 and P4 will cause economic as well as significant visual and noise impacts to the Coal Creek Golf Course and nearby residents that is not adequately mitigated within the DEIS. The DEIS needs to include additional mitigation measures to reconstruct impacted golf holes in order to provide a buffer between the Golf Course and a widened US 36. The vertical alignment of US 36 should be adjusted in order to reduce the need for a retaining wall or minimize the height of the retaining wall. A terraced retaining wall, along the length of the golf course, which includes extensive vegetation plantings and materials such as natural colored concrete, and rock facades, should be incorporated into the design to reduce visual impacts and better incorporate the new separated bikeway. Safety of pedestrians and cyclists on the bikeway have not been addressed in regards to their proximity to the 16<sup>th</sup> fairway of Coal Creek Golf Course and that balls hit by golfers often impact the area</p> <p style="text-align: right;">2</p>	<p><b>Response to Comment #13-2:</b> The land use assumptions used come directly from the regionally-approved Denver Regional Council of Governments (DRCOG) model. The US 36 project team has determined the Interlocken interchange configuration is adequate to handle the 2035 traffic projections for the Combined Alternative Package (Preferred Alternative). The <i>Traffic Engineering Technical Report Addendum</i> (2009) has more detailed information. This project would not preclude any future improvements to this interchange's configuration if improvements become warranted.</p> <p><b>Response to Comment #13-4:</b> It was determined that the 88<sup>th</sup> Street access would be pursued as a separate project by the city of Louisville.</p> <p><b>Response to Comment #13-5:</b> An auxiliary lane between West Flatiron Circle and McCaslin Boulevard is proposed in the Combined Alternative Package (Preferred Alternative). Analysis of year 2035 conditions has indicated that full-length auxiliary lanes would not be necessary to keep peak-hour levels of service at E or better. Some congestion on US 36 at this location is likely to coincide with inclement weather, disabled vehicles, or other disruptive events, and this congestion could incent some peak-direction Boulder-oriented drivers to use alternative routes. Other members of the PAC feel strongly that maintaining the existing capacity on US 36 between McCaslin Boulevard and Table Mesa Drive is vital to retaining an incentive for travelers to carpool and use transit.</p> <p>See also, response to Comment #12-9, Auxiliary Lane between McCaslin Boulevard and Foothills Parkway/Table Mesa Drive.</p> <p><b>Response to Comment #13-6:</b> An arterial improvement to the McCaslin Boulevard/Dillon Road intersection was included as a mitigation measure for project impacts. However, note that it is only the responsibility of the project to improve nearby intersections to mitigate project impacts such that LOS is either D or better, or equal to the No Action Package LOS,</p>

Commenter	Comment	Response to Comment
<p>Comment #13-7 (cont.)</p> <p>Comment #13-8</p> <p>Comment #13-9</p> <p>Comment #13-10</p> <p>Comment #13-11</p>	<p>where the bikeway is proposed. Extensive landscaping along the bikeway throughout the terraced retaining wall may serve as one of many ways to mitigate impacts to safety.</p> <p><b>Boulder-Denver Bikeway</b></p> <p>If impacts to the Coal Creek Golf Course caused by the alignment of the bikeway cannot be adequately addressed, the bikeway should be realigned to the south of US 36 from the Coal Creek Trail underpass, east to Flatirons Circle. The realignment should avoid the historic Superior Cemetery and link into the existing bike/ped underpass at Flatirons Circle. The realignment would also help avoid excess maintenance costs due to winter shading of the bike facility by a large vertical retaining wall.</p> <p>Regardless of alignment, the trail should include on and off ramps at 88<sup>th</sup> Street to directly access the bike lanes on 88<sup>th</sup> Street. The trail also should link with the existing two-track road/cattle underpass at Avista Hospital. This underpass is the location of a future trail between Superior and Louisville. The trail should also cross under McCaslin Blvd. via a bike/ped underpass rather than at-grade to ensure safety at this very busy interchange.</p> <p><b>Noise Impacts</b></p> <p>The DEIS has failed to adequately address the project's noise impacts within the Superior/Louisville segment. For example, Avista Hospital which is located adjacent to US 36 was not included in Table 3-1 (Predicted Loudness Hour Noise Levels for NAC B Receptors - dBA) of the Highway Noise Analysis Report. Additionally, Table 3-1 reflects an existing 63 dBA for the LaQuinta Inn off McCaslin even though the measured dBA was shown to be 64.1 dBA from Table 2.3 of the Highway Noise Analysis Report and shown as 67 dBA in Table 4.13-1 of the DEIS. Given that McCaslin Blvd will be widened in order to accommodate a BRT Station and that the ramps will be realigned closer to the hotel it appears the projected 64 dBA and 65 dBA is conservative and that the noise impacts will exceed 66 dBA and warrant mitigation. More detail is required as to consideration of impacts and further mitigation.</p> <p><b>ROW Impacts</b></p> <p>ROW acquisitions due to highway or interchange improvements that effect City, residential or business properties are discouraged. Further analysis and information is necessary to determine detailed impacts to development due to property acquisition.</p> <p>The DEIS has failed to adequately mitigate the loss of parking spaces on the north side of McCaslin Blvd. According to the DEIS a total of 640 parking spaces will be displaced in the Superior/Louisville area. More detail is required as to consideration of impacts and further mitigation.</p> <p><b>Incorporate Local Plans</b></p> <p>Recognize and incorporate local plans in analysis and decision making in a way that honors local plans and policies.</p> <p>More detailed comments per chapter are provided on pages 5-12.</p> <p>3</p>	<p>whichever is worse. See Section 3.5, Transportation Impacts and Mitigation, of the FEIS for an explanation of the LOS impact and mitigation thresholds.</p> <p><b>Response to Comment #13-7:</b></p> <p>The Combined Alternative Package (Preferred Alternative) would not impact the Coal Creek Golf Course. If Package 2 is ultimately selected, there will be additional analysis to identify potential impacts and mitigation for the golf course.</p> <p><b>Response to Comment #13-8:</b></p> <p>See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p>As part of the Combined Alternative Package (Preferred Alternative) process that took place subsequent to the release of the DEIS, the bikeway alignment has been modified to address the impacts to the Coal Creek Golf Course. The bikeway would transition to the south side of US 36 at the existing Coal Creek Trail underpass, and remain on the south side of US 36 east, to the existing underpass just east of Superior Cemetery. The underpass would be improved to accommodate the bikeway and the bikeway would not impact Superior Cemetery. From the underpass east of the Superior Cemetery to Flatiron Circle, the bikeway would be located on the north side of US 36 to avoid sensitive wetland habitat on the south side of US 36.</p> <p>For more information on the Combined Alternative Package (Preferred Alternative) process, see the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p> <p>The current design for the bikeway through Louisville does include grade-separations under 88<sup>th</sup> Street and under McCaslin Boulevard, and a connection between the US 36 bikeway and McCaslin Boulevard is also provided. However, it does not include bikeway access to/from 88<sup>th</sup> Street. The bikeway design would make improvements to and connect to the existing cattle crossing near Avista Hospital as the bikeway would use the underpass as a point to transition from the north to the south side of US 36. Additional detail is provided in the bikeway descriptions in Section 2.6, Package Descriptions. This section has been revised to provide this more detailed description.</p>

Commenter	Comment	Response to Comment
		<p><b>Response to Comment #13-9:</b>                      The noise analysis was completed in accordance with FHWA and CDOT standard procedures (CDOT 2002 and FHWA 23 CFR 772). The projected noise levels of 64 and 65 decibel A-weighted scale (dBA) are based on the design plans (including BRT stations) and traffic volumes for the horizon year. Since the levels are below the CDOT Noise Abatement Threshold, no mitigation is required. As part of the FEIS, a noise analysis has been conducted for the Combined Alternative Package (Preferred Alternative). The analysis has been added to the Highway Noise Analysis Report and is summarized in Section 4.13, Noise.</p> <p>Hospitals are considered Category B receptors under CDOT policy, and thus have a Noise Abatement Criterion of 66 dBA. At the outset of the noise study it was assumed based on distance that the hospital would not meet this threshold, and we confirmed this recently with our model.</p> <p>The <i>Highway Noise Analysis Technical Report</i>, Table 3-1, value of 64 for La Quinta is the correct level. The value of 67 in Table 4.13-1, Summary of Existing Highway Noise Level Measurements, and Figure 4.13-3, Location of Existing Noise Level Measurements, of the DEIS was incorrect and has been revised to show the 64 value in the FEIS.</p> <p>The noise model took into account the widening of US 36, of McCaslin Boulevard, as well as the location of the proposed ramps. Most of the US 36 widening in this area takes place to the other side of the highway. Regardless, the noise model took into account all proposed actions, and the predicted noise level at the hotel does not equal or exceed 66 dBA. Stations were also considered, and no impacts were found from those according to CDOT and Federal Transit Administration (FTA) policy.</p> <p><b>Response to Comment #13-10:</b>                      With the Combined Alternative Package (Preferred Alternative) ROW and property impacts have been reduced. Properties that would be acquired with the Combined Alternative Package (Preferred Alternative) are identified on the corridor maps. See Appendix A, Corridor Reference Maps, and Section 4.4, Right-of-Way and Relocations, for more information.</p>



Commenter	Comment	Response to Comment
		<p>With any of the proposed build packages there is not sufficient vacant land to accommodate replacement of all the existing parking at the McCaslin park-n-Ride. However, refinements to the provision of parking throughout the corridor have been made during the EIS process. This has included commitments to mitigation of parking lost at the McCaslin BRT Station. The current commitment is for future corridor totals to be approximately 5,204 spaces, including 100 spaces at the Boulder Transit Village. Chapter 3, Transportation Impacts and Mitigation, of the FEIS includes a commitment to mitigate parking lost as a result of an interchange reconfiguration to provide approximately 440 spaces at the McCaslin BRT Station, which is only approximately 26 spaces less than what is currently in that location.</p> <p><b>Response to Comment #13-11:</b>                      We have reviewed the local plans as part of the FEIS preparation. The Combined Alternative Package (Preferred Alternative) is generally compatible with future and existing land use plans in the project area. Where plans are not compatible, those differences have been noted in the FEIS. See Section 4.2, Land Use, for more information.</p>

Commenter	Comment	Response to Comment
<p>Comment #13-12</p>	<p><b>Key Elements of Preferred Alternative/Initial Improvements</b></p> <p>The City of Louisville has worked in conjunction with the US 36 Mayors and Commissioners Coalition to propose a package of improvements for the US 36 Corridor that has been shaped by the alternatives in the DEIS document and the Urban Partnership Agreement application submitted in April 2007 to the USDOT.</p> <p>Recognizing that funding is limited, the City of Louisville supports development of implementation phases that identify minimum operable segments which have a reasonable expectation of funding. Key elements of a preferred package supported by the City of Louisville should include the following:</p> <ul style="list-style-type: none"> <li>• The addition of one buffer separated lane in each direction for carpools, vanpools and buses to travel free and single occupant vehicles to pay a toll that varies according to congestion levels. Access should be managed by price to ensure BRT and HOV do not experience a reduction in travel time.</li> <li>• Any capacity improvements to US 36 must accommodate all modes of travel from I-25 to Foothills Parkway/Table Mesa Drive.</li> <li>• Interchange improvements to replace or reconstruct existing infrastructure are critical to improved access to our communities at Broadway, Pecosa, Federal, Sheridan/92<sup>nd</sup>, Church Ranch/104<sup>th</sup>, Wadsworth, McCaslin, and Foothills Parkway/Table Mesa Drive.</li> <li>• Bus Rapid Transit stations are a critical component to the BRT system that will serve the Corridor. Louisville strongly supports the proposed BRT station at the McCaslin Interchange.</li> <li>• Transportation demand strategies.</li> <li>• Continuous and fully functional bike lanes with grade separation.</li> </ul> <p>Thank you for the opportunity to provide comment. In the Final Environmental Impact Study we request a response to our comments and consideration of options as provided in the text. The City of Louisville looks forward to continued coordination and completion of the environmental process and ultimate construction of improvements to US 36.</p> <p>Sincerely,                Charles Sisk,              Mayor</p>	<p><b>Response to Comment #13-12:</b>              See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p> <p>Responses to specific bulleted comments are addressed below:</p> <ul style="list-style-type: none"> <li>• <b>Managed lanes</b> – The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane in each direction. HOV and BRT vehicles would use these lanes free of charge, while SOVs would be charged a fee at all times. The toll rates will be set, or “managed” through out the day with a goal of keeping traffic flowing at 45 miles per hour or faster.</li> <li>• <b>Capacity improvements</b> – The Combined Alternative Package (Preferred Alternative) provides multi-modal improvements throughout the corridor.</li> <li>• <b>Interchange improvements</b> – Improvements to the interchanges listed are included in the proposed Preferred Alternative. See Figure ES-7, Location of Interchange Improvements, in the Executive Summary for a depiction and Section 2.6, for a more detailed description.</li> <li>• <b>BRT stations</b> – Comment noted.</li> <li>• <b>TDM</b> – Additional information related to TDM has been added to the FEIS. See Section 2.6, for a description of the TDM elements included with the Combined Alternative Package (Preferred Alternative).</li> <li>• <b>Bikeway</b> – A grade-separated bikeway has been included in the Preferred Alternative. See response to Comment #13-8 and also the description of the bikeway in Section 2.6.</li> </ul>

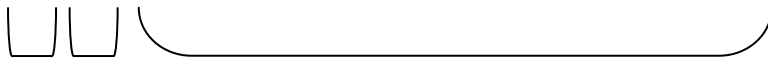
Commenter	Comment	Response to Comment
<p>Comment #13-13</p>	<p>Louisville Comments by Chapter</p> <p><b>CHAPTER 1</b> (Figure 1.3-1) This figure reflects "high growth" in the middle of town for Louisville which is an error and needs to be changed to white "little to no change".</p> <p>(Figure 1.3-2) This figure reflects "high growth" in the middle of town for Louisville, which is primarily residential, and "moderate growth" for the Colorado Tech Center north of Northwest Parkway. Those depictions need to be reversed.</p> <p><b>CHAPTER 2</b> (pg 2.1-1) Include a detailed definition for "dynamic pricing".</p> <p>(pg 2.1-1) The definition for BRT/HOV lanes needs to include the number of passengers for an HOV vehicle and if motorcycles will be permitted in the BRT / HOV lanes.</p> <p>(pg. 2.1-1) The definition for "express lanes" needs to discuss what happens once LOS "C" is achieved within the express lanes regarding use by SOVs.</p> <p>(Tables 2.2-1) Replace "toll lanes" with "express lanes" to be consistent with the definitions.</p> <p>(Table 2.2-1) Include Auxiliary lanes on US 36 between major interchanges for Operational improvements under roadway alternatives.</p> <p>(Table 2.2-1) change wording of "Acceleration/deceleration lanes on US 36 between major interchanges" to read "Acceleration/deceleration lanes on US 36 at major interchanges.</p> <p>(Table 2.2-3) Auxiliary lanes need to be included in the "Evaluation Results of General Alternatives".</p> <p>(Table 2.2-3) Replace "toll lanes" with "express lanes".</p> <p>(Table 2.2-4) Auxiliary lanes need to be included under supportive alternatives.</p> <p>(Table 2.2-4) Replace "toll lanes" with "express lanes".</p> <p>(Table 2.3-2) Auxiliary lanes need to be included under Major and Supportive Alternatives.</p> <p>(Table 2.3-2) Replace "toll lanes" with "express lanes".</p> <p>(pg 2.5-12) Package 2 discussion states that "Bus service plans for BRT would need to be merged with bus service plans for NW Rail." Is that just a statement which encourages coordination, or is there an attribute of Package 2 which triggers this?</p>	<p><b>Response to Comment #13-13:</b> The population and employment figures are generated using land use data directly from the DRCOG. If there are errors in the data they should be addressed directly with DRCOG.</p> <p><b>Response to Comment #13-14:</b> A definition for "dynamic pricing" has been added to Chapter 2, Alternatives Considered, definitions. The name of the US 36 express lanes has been changed to "managed" lanes in the FEIS. There are many tools that CDOT and RTD have in order to optimize the use of the lanes, maximize travel time savings, and keep managed lane traffic flow at 45 miles per hour or faster in the managed lanes. The tolls for SOVs may be raised; the designation for HOV may be raised from 2+ to 3+, etc. These elements have been added to the definition of managed lanes in the Chapter 2 Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #13-15:</b> Information in Section 2.2, General Alternatives Development and Evaluation, and Section 2.3, Conceptual Alternatives Evaluation, reflects the screening process and the appropriate terms used at that point in time. "Toll lanes" is used appropriately in Table 2.2-1, List of General Alternatives by Category and Subcategory. No change made. The "acceleration/deceleration lanes" alternative referenced in Table 2.2-1, Table 2.2-3, Evaluation Results of General Alternatives, and Table 2.3-2, Conceptual Alternatives Carried Forward for Packaging, are equivalent to auxiliary lanes. Likewise, use of the term "toll lanes" is appropriate in Table 2.2-3, Table 2.2-4, Categorization of Major Alternatives and Supportive Alternatives, and Table 2.3-2. No changes made.</p> <p><b>Response to Comment #13-16:</b> RTD is responsible for merging bus service plans for BRT with those for the Northwest Rail corridor. This requirement is true with both packages.  See response to Comment #13-10 for information on parking at the McCaslin BRT Station.</p>
<p>Comment #13-14</p>		
<p>Comment #13-15</p>		
<p>Comment #13-16</p>		

Commenter	Comment	Response to Comment
<p>Comment #13-16 (cont.)</p> <p>Comment #13-17</p> <p>Comment #13-18</p> <p>Comment #13-19</p> <p>Comment #13-20</p>	<p>(pg. 2.5-20) According to the DEIS document at the McCaslin BRT station parking on both sides of US 36 would be reduced due to expansion of the interchange. What is lost temporarily due to construction vs. what is lost permanently? What is the anticipated parking demand and how will that demand be met?</p> <p>(pg. 2.5-27) Discussion on Superior/Louisville road segments are all focused on the west side of the segment at McCaslin. Additional discussion is required to understand how the Broomfield Segment will interface with and impact South 96<sup>th</sup> Street, Northwest Parkway, and Storage Tek Drive on the east side of the Superior/Louisville segment. Understanding the impacts of this DEIS on the Sun Microsystems Campus is critical. Further discussion needs to be carried over to Chapter 3 related to analysis provided for 'Checkpoint #1'.</p> <p><b>CHAPTER 3</b> (pg. 3.2-3) This section needs to include the City of Louisville Comprehensive Plan Regional Transportation Plan is not consistent with the DEIS.</p> <p>(Figures 3.4-3 &amp; 3.4-4) These figures do not include consistent numbers for the HOV lane for the eastern four segments.</p> <p>(pg. 3.4-6) Freeway improvements on US-36 should allow for additional capacity to be constructed at the Storage Tek Drive / Interlocken Loop IC.</p> <p>(pg. 3.5-3, 3.5-4) Discussion of Interlocken Loop/East Flatiron Circle/West Flatiron Circle should specifically discuss LOS impacts for the intersection of Tape Drive and So. 96th Street/ Northwest Parkway.</p> <p>(pg. 3.5-4) LOS degrades to a LOS F for McCaslin and Dillon. Text states that mitigation would require the addition of a third westbound left-turn lane. LOS F on a primary arterial is not acceptable. This will impact economic growth and should be discussed in 4.3 "Economic Considerations".</p> <p>(pg. 3.5-11) Roadway mapping needs to extend Industrial Lane all the way to So. 96<sup>th</sup> Street/Storage Tek Drive to reflect trip allocations which actually impact the intersection. What is the actual trip number which corresponds to the 10% allocation moving westbound on Industrial Lane towards So. 96<sup>th</sup> Street?</p> <p><b>CHAPTER 4</b> Section 4.2 - Land Use (pg. 2-5) The description of the City of Louisville needs to include the Outback, Kohli's and Monarch K-12 Campus which are both located within the vicinity of US 36.</p> <p style="text-align: center;">6</p>	<p><b>Response to Comment #13-17:</b> Comment noted. No changes to the Northwest Parkway connection to US 36 are proposed as part of this project.</p> <p>Development of the ConocoPhillips site is included in the DRCOG 2035 model. Traffic impacts are discussed in Chapter 3, Transportation Impacts and Mitigation.</p> <p>The checkpoints were specifically chosen as representative segments on US 36 only, and are not related to the analysis of impacts on adjacent roadways.</p> <p><b>Response to Comment #13-18:</b> A discussion of the 2009 Louisville Comprehensive Plan Update has been added to Chapter 3 as requested.</p> <p>The transportation section of the <i>City of Louisville Comprehensive Plan Update</i> (City of Louisville 2009) includes principles and policies addressing multi-modal opportunities and design elements of major arterial roadways. The Plan states that the city of Louisville should continue to work with RTD to expand the existing bus transit network. Several policies in support of this principle include providing amenities for riders such as bicycle/pedestrian access, shelters, and lighting, and implementing the Preferred Alternative recommended in the US 36 Corridor EIS. All build packages support and are compatible with this Plan.</p> <p><b>Response to Comment #13-19:</b> The 2035 <i>Metro Vision Regional Transportation Plan (2035 MVRTP)</i> (DRCOG 2009) included improvements to the US 36/McCaslin Boulevard interchange. The Regional Transportation Plan (RTP) customarily lists only a very rough level of detail when describing projects, because their additional definition is accomplished through subsequent NEPA and design development processes.</p>

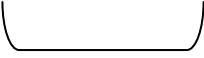






Commenter	Comment	Response to Comment
		<p>Figure 3.4-3, US 36 a.m. Peak-hour Traffic Volumes (Horizon-Year), and Figure 3.4-4, US 36 p.m. Peak-hour Traffic Volume (Horizon-Year), show traffic volume forecasts for different peak hours, so they are not intended to be consistent.</p> <p>Freeway improvements on US 36 do not preclude the eventual widening or improvement of the Interlocken Loop intersections by others. However, this project does not result in a need to widen these intersections in 2035.</p> <p>The results cited on pages 3.5-3 and 3.5-4 (Results subsection of Section 3) for the Interlocken intersections includes the Tape Drive intersection north of the US 36 interchange. The Northwest Parkway/96<sup>th</sup> Street intersection further north is outside the scope of this project, defined for all interchanges as the ramp junction intersection and the next one major intersection (usually a signal) to each side.</p> <p>LOS F conditions at the McCaslin/Dillon intersection prevail regardless of whether the US 36 project is built. The unacceptability of such conditions and attendant economic problems are not the responsibility of the US 36 project. The responsibility of the US 36 project with respect to non-interchange intersections is to mitigate project impacts, not to fix pre-existing problems.</p> <p>The distribution of trips estimated to use the proposed Midway drop-ramps does not account for the complex redistribution of traffic that would occur. Outside the immediately adjacent interchange areas, the impact of the Midway drop-ramps is likely to be minimal, because the drop-ramps would primarily be re-distributing traffic from those interchanges, not attracting entirely new traffic from outside the US 36 area.</p>

Commenter	Comment	Response to Comment
<p>Comment #13-20 (cont.)</p>	<p>(pg 4.2-5) City of Louisville discussion should include the Monarch K-12 Campus.</p> <p>(pg 4.2-6) Table 4.2.1 does not reflect the City of Louisville Comprehensive Plan. Please incorporate, as a separate row, the City of Louisville 2005 City Wide Comprehensive Plan.</p> <p>(pg 4.2-7) Table 4.2-2 should reflect the City of Louisville Highway 42 Revitalization Plan (2003), as well as the City of Louisville 2005 Comp Plan.</p> <p>(pg 4.2-12) Opportunity Area #4 should be modified to add the following policy statement, "Residential, commercial and office uses should reflect a density and form consistent with a high degree of walkability and multi-modal connectivity to existing or planned transit facilities, neighborhood serving commercial services, existing public facilities and/or larger employment centers".</p> <p>(pg 4.2-13) Please further explain the following statement, "ROW acquisitions to expand the highway would convert some existing and planned land uses to highway purposes; however, neither of the build packages would change the overall land use plan for the City of Louisville". Impacts, direct and indirect are not clear. Further analysis is required.</p> <p>(pg 4.2-14) All three tables including 4.2.3 exclude the City of Louisville and reflect the Town of Superior as the only jurisdiction that is concerned about the compatibility of land use. Please add the City of Louisville to Table 4.2.3. Potential of redevelopment, per the COMP PLAN, needs to be discussed. Further analysis as to impacts is required.</p> <p>(pg 4.2-16) "Impacts on US 36 Section" is exclusively focused on the Town of Superior. The report clearly identifies that there is going to be impacts on both sides of US 36. Again, the proposed improvements may end up being considered "compatible" but the specific impacts needs to be detailed and discussed further in all related sections of the document, especially "Economic Considerations". At this time the City of Louisville would not consider this statement, that the improvements are "compatible" with existing land use, to be correct.</p> <p>(pg 4.2-17) Again, the discussion under Superior/Louisville Segment only addresses the Superior Town Center.</p> <p>Section 4.3 – Economic Considerations            Packages P2 and P4 will have economic impacts on the Coal Creek Golf Course which need to be discussed in this section and include applicable mitigation measures.</p> <p>(pg 4.3-18) Mitigation measures for the parking impacts of P2 and P4 are inadequate for the Superior/Louisville segment which is expected to have between 620-640 spaces displaced in a commercial area.</p>	<p><b>Response to Comment #13-20:</b>            Kohl's, Outback Steakhouse, and Monarch School have been added to the description of the city of Louisville in Section 4.2 as requested. The 2009 City of Louisville Comprehensive Plan Update has been added to Table 4.2-1, Summary of Existing or Proposed Transit-oriented Development and Major Development Plans, and the Highway 42 Revitalization Plan has been added to Table 4.2-2, Summary of Transportation Policies in Local Transportation and Land Use Plans. Text regarding Opportunity Area #4 has been added as requested. Direct impacts to land use resulting from the conversion of properties to transportation uses, and indirect impacts to overall land use within Louisville, have been clarified. The direct land use conversions would be negligible within the context of overall land use within the city of Louisville, and would not be expected to change overall land use in the project area or within the city of Louisville.</p> <p>The FEIS text discusses impacts to land use in both Superior and Louisville. Our analysis shows that the build packages are compatible with the City of Louisville Comprehensive Plan. Specific areas of compatibility include support of the planned BRT station, higher-density development planned at McCasin Boulevard, and additional transit connections to the other opportunity areas.</p> <p><b>Response to Comment #13-21:</b>            The Combined Alternative Package (Preferred Alternative) avoids impacts to the Coal Creek Golf Course. Therefore, there would not be any direct economic impacts to the Coal Creek Golf Course.</p> <p>The number of parking spaces that would be impacted as a result of the Combined Alternative Package (Preferred Alternative) is less than anticipated with Package 2 or Package 4. The locations of properties that would be acquired with the Combined Alternative Package (Preferred Alternative) are shown on the corridor maps in Appendix A.</p> <p>If the value of the remaining property is damaged in the after condition as a result of the lost parking spaces, and a certified real estate appraiser and review appraiser conclude that such damages can be supported by market evidence, the amount of damages must be included in the offers made to the landowners. In circumstances</p>
<p>Comment #13-21</p>	<p>7</p>	<p>The number of parking spaces that would be impacted as a result of the Combined Alternative Package (Preferred Alternative) is less than anticipated with Package 2 or Package 4. The locations of properties that would be acquired with the Combined Alternative Package (Preferred Alternative) are shown on the corridor maps in Appendix A.</p> <p>If the value of the remaining property is damaged in the after condition as a result of the lost parking spaces, and a certified real estate appraiser and review appraiser conclude that such damages can be supported by market evidence, the amount of damages must be included in the offers made to the landowners. In circumstances</p>

Commenter	Comment	Response to Comment
<p>Comment #13-21 (cont.)</p> <p>Comment #13-22</p> <p>Comment #13-23</p> <p>Comment #13-24</p> <p>Comment #13-25</p>	<p>(pg. 4.3-1) There is a discussion about the removal of 2,600 parking spaces at commercial properties. Please provide graphics to show in detail which areas will be affected.</p> <p>(pg. 4.3-6, 7) The information for employment does not appear to take into account the redevelopment of the Sun Microsystems parcel (400 Acres). Additionally, this section should also account for 85% to 90% build out of the Colorado Tech Center.</p> <p>(pg. 4.3-12) Bottom of Table 4.3-12 should include the City of Louisville as related to impacts on the Sun Microsystems Campus, for example will all access points be retained?</p> <p>(pg. 4.3-14, Table 4.3-13) Under approximate number of parking spaces displaced, graphics should be provided to show affected areas.</p> <p>(pg. 4.3-14) Superior/Louisville has 640 displaced parking spaces. What parcels are specifically impacted and what portion of that number affects Louisville parcels?</p> <p>Section 4.4 – Right-of-Way and Relocations                  Packages P2 and P4 will have ROW impacts to the Coal Creek Golf Course which needs further analysis and consideration of impacts and mitigation.</p> <p>Section 4.5 – Social Impacts and Community Facilities                  (pg. 4.5-9) Population and Household Characteristics) The 14,085 number for 2005 is low. According to the City's Comp Plan the population in 2003 was 19,080 and Superior was 10,932.</p> <p>The City of Louisville has additional neighborhoods within the project boundary in addition to #23 Coal Creek, including Meadow Ridge Apartments, Club Homes at Coal Creek, and Centennial Green.</p> <p>(Table 4.5-3) Table needs to include Coal Creek Golf Course.</p> <p>(pg. 4.5-10) Fire within Louisville is provided by the Louisville Protection District, a special district, not a City department.</p> <p>Section 4.6 Environmental Justice                  (Pg. 4.6-30) How is the proposal to construct retaining walls at McCaslin Blvd related to EJ?</p> <p>(Table 4.6-2) Revise statement to read "Visual Impacts related to larger interchanges, wider pavements, sound walls and retaining walls.</p> <p>Section 4.7 – Historic &amp; Archaeological Preservation                  (pg. 4.7-25) The paragraph says the Prehistoric Heath site is located in the Superior/Bloomfield segment which contradicts an earlier statement which said the Prehistoric Heath was located in the Superior/Louisville segment. The City feels the</p> <p style="text-align: right;">8</p>	<p>where CDOT determines that these damages are significant enough to be uneconomic to the landowner, CDOT has an obligation under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 to offer to purchase the entire ownership and provide relocation assistance to the displaced occupants. For more detailed information see Section 4.4, Right-of-Way and Relocations.</p> <p>Development of the ConocoPhillips site is included in the DRCOG 2035 model. This information has been updated in the FEIS to take into account this new employment center and to evaluate potential areas of restricted access. The impacts of the build-out of the Colorado Tech Center would not modify the results of this analysis since it is based on the DRCOG model which is related to population growth.</p> <p><b>Response to Comment #13-22:</b>                  The Combined Alternative Package (Preferred Alternative) avoids impacts to the Coal Creek Golf Course. Therefore, there would not be any direct economic impacts to the Coal Creek Golf Course.</p> <p><b>Response to Comment #13-23:</b>                  The population and household data used for this analysis (and other analyses) are from DRCOG. The DRCOG data may not match municipality data exactly, but are used as representative data source. The FEIS is relying on information gathered for the DEIS and as a result the affected environment sections of the FEIS has not been updated to include other neighborhoods along the alignment.</p> <p>There is no Table 4.5-3 in Section 4.5, Social Impacts and Community Facilities. The project team assumes the comment is related to Figure 4.5-3, Community Facilities within Study Area. As noted above, the FEIS is not being updated with additional information on affected environment from the DEIS. The Coal Creek Golf Course is discussed in Section 4.9, Parks and Open Space.</p> <p>The FEIS has been updated to state that fire protection is provided by the Louisville Protection District, which is not a city department.</p> <p><b>Response to Comment #13-24:</b>                  The proposal to construct retaining walls was related to the desire to minimize ROW acquisitions, but does not relate to environmental justice concerns. The reference has been removed from the chapter.</p>

Commenter	Comment	Response to Comment
<p>Comment #13-25 (cont.)</p>  <p>Comment #13-26</p> <p>Comment #13-27</p>	<p>general mitigation measure outlined in Table 4.7-13 will not provide proper documentation for the prehistoric hearth.</p> <p>If the bikeway is relocated to the south of US 36, impacts to the Superior Cemetery will need to be revisited.</p> <p>Section 4.9 – Parks &amp; Open Space Impacts to Coal Creek Golf Course should be identified, at a minimum, as indirect impacts and possibly as direct impacts. The new bridge over Coal Creek and retaining walls associated with the bike path and roadway will cause economic, visual and noise impacts to the golf course, homes and businesses to the east of US 36. Design alternatives should be proposed to address impacts (i.e. terraced retaining walls which include extensive vegetation plantings, materials such as natural colored concrete, rock facades, etc.)</p> <p>Safety to bikers/pedestrians along Coal Creek Golf Course should be addressed. Balls driven by golfers on the 16" hole will likely land at times on the proposed bike path, regardless of the trail elevation. Additional trees and landscaping along 16" hole may be an alternative. Covering or fencing a portion of the trail may be necessary. Relocation of the 16" green and 16" tee boxes could also be an alternative to minimize safety issues caused by the location of the new trail.</p> <p>Add Damyanovich Open Space Property (a new open space property acquired by the City of Louisville on 7/31/2007) to the open space impacts section.</p> <p>Only one planned recreational resource, a trail crossing the alignment, was identified as being potentially impacted in the Westminster Segment. Need to include Rock Creek Trail that connects Flatirons Crossing to Sun Property.</p> <p>Superior/Louisville Section – "Just west of the Avista Adventist (Centura Health) Hospital, the Coal Creek Golf Course follows the Coal Creek drainage and buffers a residential development from US 36 and the office-commercial development around the McCaslin Boulevard interchange. The Coal Creek Trail crosses under US 36 west of the golf course". Add "Louisville residents have also passed a sales tax to fund parks and open space acquisition".</p> <p>(pg 4.9-3 / Table 4.9-1) Impacts to Coal Creek Golf Course need to be addressed.</p> <p>(pg 4.9-4 / Table 4.9-1) Coal Creek Golf Course (268) would not be directly impacted by Packages 2 or 4. However, based on the available CDOT ROW information, some golf course improvements have been developed within CDOT ROW (i.e., golf cart path), and would require relocation to the golf course's property. Therefore, some construction impacts would occur for the Coal Creek Golf Course, but would not require property acquisition". Verify ownership. Direct/indirect impacts need to be identified.</p> <p style="text-align: right;">9</p>	<p>Comment noted. This change has been made to Table 4.6-2, Mitigation Measures – Environmental Justice.</p> <p><b>Response to Comment #13-25:</b> The Prehistoric Hearth is located in the Superior/Louisville Segment. The text has been revised to reflect this. The suggested mitigation is appropriate for this type of resource.</p> <p><b>Response to Comment #13-26:</b> Comment noted. The bikeway has been moved to the south side of U.S. 36 in this location to avoid impacts to the Coal Creek Golf Course (see general bikeway response); however, there are not impacts to the Superior Cemetery from the bikeway.</p> <p><b>Response to Comment #13-27:</b> The combined alternative would avoid direct impacts to the Coal Creek Golf Course. From a noise perspective the Coal Creek Golf Course can be considered a park. Predicted noise levels exceed the Noise Abatement Criterion for parks (66 dBA) under both existing and proposed alternatives. As stated in the Noise Report, "The decision of whether or not to provide noise mitigation for impacted parks needs to be assessed by the municipality where the park is located, in consultation with CDOT and FHWA. Priority should be given to parks where there is regular outdoor use and where noise mitigation measures would provide a clear benefit. Typically noise mitigation is not provided for golf courses because although there is active outdoor use, this use is for a short duration of time." Concerns about conflicts between golfers and bikers/pedestrians would be avoided since the bike path would be located on the west (south) side of US 36 and would no longer be adjacent to the golf course. Information on construction impacts to park and open space resources is included in Section 4.22, Construction-Related Impacts.</p> <p>The Damyanovich Open Space was added to Section 4.9, Parks and Open Space. None of the alternatives would impact this resource.</p> <p>Information has been added to the FEIS that Boulder County plans to connect the segments of Rock Creek Trail in the future. The connection under US 36 would be provided as part of the US 36 bikeway.</p> <p>The text "Louisville residents have also passed a sales tax to fund parks and open space acquisition" has been added to the FEIS.</p>




Commenter	Comment	Response to Comment
<p>Comment #13-27 (cont.)</p> 	<p>(pg 4.9-4 / Table 4.9-1) Impact to trail underpass from Flatirons Crossing (Rock Creek) to Sun Property not shown within the DEIS. Not yet completed but planned by Broomfield and Louisville.</p> <p>(pg 4.9-17) Add direct impact to Danyanovich property which will be managed as City/County agricultural property.</p> <p>(pg 4.9-18) Boulder Segment</p> <ul style="list-style-type: none"> <li>• Add direct impact to Danyanovich property.</li> <li>• No impacts identified for Coal Creek Golf Course, which is not acceptable.</li> </ul> <p>(pg 4.9-19, 4.21) Mitigation</p> <ul style="list-style-type: none"> <li>• Wetland impacts (eg. Coal Creek) should be replaced at 2:1 ratio or applicable standard as required by Army Corps of Engineers.</li> <li>• Retaining walls of over 10 feet with visual impacts such as that along Coal Creek Golf should be terraced and planted with vegetation to mitigate visual impacts to public facilities, residential and commercial developments.</li> </ul> <p>Section 4.10 - Public Safety and Security (Table 4.10-4) The Louisville Police Department is located on Via Apia Road, Louisville Fire Protection District provides fire services and operates the two fire stations mentioned.</p> <p>Section 4.11 – Visual and Aesthetic Resources Please provide images of the proposed bridge designs.</p> <p>This section needs to include a table showing the estimated height of the proposed retaining walls.</p> <p>(Table 4.11-7) Sound Walls need to be included.</p> <p>Section 4.13 – Noise (pg 4.13-10) Superior Louisville Segment – graphics should be included to show the areas impacted by noise (as described in the sentence) and have a cross section showing the proposed mitigation techniques.</p> <p>Section 4.16 Farmlands Add Danyanovich as Louisville Open space/farmland with direct impacts from alternatives 2 and 4.</p> <p style="text-align: right;">10</p>	<p><b>Response to Comment #13-28:</b> Mitigation measures shown in Table 4.9-6, Mitigation Measures – Parks and Open Space, are related to parks and open space and are not related to wetlands regulated by the U.S. Army Corps of Engineers (USACE). Impacts to Coal Creek and its wetlands, and compensatory mitigation measures, are discussed in Section 4.21, Wetlands and Other Waters.</p> <p>USACE requires that compensatory mitigation must be, to the extent practicable, sufficient to replace lost aquatic resource functions. This can typically be attained through a 1:1 mitigation ratio. The district engineer will determine the mitigation required for the Section 404 permit. To comply with FHWA guidance, this project will also mitigate for all non-jurisdictional impacts. No change required to the FEIS.</p> <p><b>Response to Comment #13-29:</b> Retaining walls will reflect natural appearance in textures and colored and be graffiti-resistant. Walls will be tiered, where feasible.</p> <p><b>Response to Comment #13-30:</b> Table 4.10-4, Police, Fire, and Emergency Services by Segment, has been corrected as requested.</p> <p><b>Response to Comment #13-31:</b> The design is currently too preliminary for bridge aesthetics to be determined. During final design, bridge aesthetics will be developed and will follow the mitigation commitments discussed in Table 4.11-7, Mitigation Measures – Visual and Aesthetic Resources.</p> <p>Retaining wall heights vary too greatly to include in a table that would be useful. Instead, the range of retaining wall heights is discussed in the text for each build package; walls would vary</p>
<p>Comment #13-28</p> 		
<p>Comment #13-29</p> 		
<p>Comment #13-30</p> 		
<p>Comment #13-31</p> 		
<p>Comment #13-32</p> 		
<p>Comment #13-33</p> 		


Commenter	Comment	Response to Comment
		<p>between 5 feet and 50 or 60 feet high, depending on the build package.</p> <p>Mitigation for visual effects of sound walls has been added to Table 4.11-7.</p> <p><b>Response to Comment #13-32:</b></p> <p>With the Combined Alternative Package (Preferred Alternative) the existing slope in this location would be removed to accommodate the widening of the highway, the bikeway, and the proposed MS4 ditch. The existing berm would be replaced with a sound wall.</p> <p>At this time, only the general location of sound walls has been evaluated and 100 percent engineering on the noise walls has not been completed; therefore, the location of the walls has not been finalized and cross-sections have not been provided. This information will be finalized as part of final design.</p> <p><b>Response to Comment #13-33:</b></p> <p>The Damyanovich open space has been added to Section 4.9, Parks and Open Space, as requested in Comment #13-28. However, the Damyanovich open space is not considered a prime and unique farmland or farmland of statewide or local importance based on National Resources Conservation Service (NRCS) soils data for the property. Because the open space is not an important farmland as defined by the U.S. Department of Agriculture (USDA), it is not discussed in Section 4.16, Farmlands.</p>

Commenter	Comment	Response to Comment
<p>Comment #13-34</p>	<p>Section 4.18 – Utilities (pg.4.18-2) The sanitary sewer segment needs to include the City of Louisville's south side interceptor along with an existing 8" pipe from the Howard Berry Water Treatment Plant.</p> <p>(pg.4.18-5 / Table 4.18-4) The Table does not accurately reflect nor include all the major utilities within the Superior/Louisville segment.</p> <p>Row #1 – City of Louisville should be included as an Operator/Owner along with Boulder County. Additionally, there is a fourth pipe which heads towards Open Space land along US 36 and South 88<sup>th</sup> Street.</p> <p>Row #2 – City of Louisville should be included as an Operator/Owner along with Boulder County. Additionally, there are three additional laterals under and along the north side of US 36 which serve the Admore property, Varra's and Storage Tek.</p> <p>Row #3 – This lateral traverses the Coal Creek Golf Course and only serves the Warembourg Open Space.</p> <p>Row #5 – The steel water line is 36" not 30". Also an 8" sewer line is approximately in the same area.</p> <p>The following utilities need to be included in Table 4.18-4:</p> <ul style="list-style-type: none"> <li>• Southside Interceptor sanitary sewer line from the Town of Superior</li> <li>• 24" DIP HZ pipe just west of the Louisville Lateral</li> <li>• 16" steel Louisville pipeline (Eldo raw water) east of the overlook.</li> <li>• Existing pipes from abandoned field laterals under US 36 by the Coal Creek Golf Course.</li> </ul> <p>(pg.4.18-14) – The three overhead pipes along with the five laterals need to be specifically identified within the Superior / Louisville segment.</p> <p>Specifically, what two irrigation ditch crossings need to be extended?</p> <p>The City of Louisville has three waterlines (Raw, HZ and MZ) which will need additional protective casings along with the 8" sewer line.</p> <p>Section 4.21 Wetlands and Other Waters Louisville would like to see all mitigation occur on-site, rather than off-site</p> <p>Pg.4.21-7 Other Superior/Louisville Segment Wetlands List of ditches is incorrect – laterals of SRCCD 1<sup>st</sup> Extension Ditch and Louisville Lateral are between S 88<sup>th</sup> and Davidson Mesa. The other ditches listed are either farther west or nowhere near US36.</p>	<p><b>Response to Comment #13-34:</b> The scope of the 5 to 10 percent design does not include identification of all utilities along the corridor. The two ditch crossings that need to be extended in the Superior/Louisville Segment are the Warembourg-Bowles lateral and the Coal Creek Ditch lateral.</p> <p><b>Response to Comment #13-35:</b> Comment noted. The project will follow the USACE Compensatory Mitigation Final Rule (33 CFR 332, April 10, 2008), which states that creation on site and off site, mitigation banks, and in-lieu fee programs are all acceptable methods of wetland mitigation.</p> <p><b>Response to Comment #13-36:</b> Correct. These ditches and other water features are not located in the Superior/Louisville Segment. The text in the FEIS has been revised accordingly.</p> <p>The unnamed ditch in the Broomfield Segment has been identified as the Dry Creek Valley Ditch. This text has been revised in the FEIS.</p>
<p>Comment #13-35</p> <p>Comment #13-36</p>	<p>11</p>	

Commenter	Comment	Response to Comment
<p>Comment #13-36 (cont.)</p> <p>Comment #13-37</p> <p>Comment #13-38</p> <p>Comment #13-39</p>	<p>Fig. 4.21-11 Broomfield Segment The "unnamed ditch" is likely the branch of the Church Ditch.</p> <p>Section 4.23 – Cumulative Impacts (pg 4.23-5 / Table 4.23-2) Sun Microsystems is located in the City of Louisville. (pg 4.23-6 / Table 4.23-2) Superior Town Center is located in the Town of Superior. (pg 4.23-6 / Table 4.23-2) Removed the statement "(plan programmed for \$100,000)" as the statement is not accurate regarding the Highway 42 Revitalization Plan. (pg 4.23-8 / Table 4.23-2) The Dillon Road Project from 88<sup>th</sup> Street to 96<sup>th</sup> Street is completed.</p> <p>Section 4.26 – Mitigation Summary This section and the corresponding table are vague as to where each impact and impact type is located. Please break down the table into segment location so that the impact and impact type can be cross referenced to the specific area being affected.</p> <p><b>CHAPTER 7</b> Coal Creek Golf course and Superior Cemetery not listed. Coal Creek Trail Crossing listed as Broomfield jurisdiction should be Superior/Louisville. Link from US 36 Bikeway to the existing Davidson Mesa trail system should be discussed as an opportunity but also as an impact due to the likely increase in users.</p> <p style="text-align: right;">12</p>	<p><b>Response to Comment #13-37:</b> Changes made as requested.</p> <p><b>Response to Comment #13-38:</b> This table summarizes mitigation from previous sections of the FEIS and is intended to reflect mitigations for the entire project.</p> <p><b>Response to Comment #13-39:</b> The Coal Creek Golf Course and Superior Cemetery are not 4(f) properties. The ownership of the Coal Creek Trail Crossing has been corrected to show city of Louisville as the jurisdiction throughout Chapter 7. Access to the Davidson Mesa trail system to US 36 bikeway would be accommodated via McCaslin Boulevard. This would not result in a 4(f) use.</p>

Commenter	Comment	Response to Comment
<p>City of Westminster, J. Brent McFall Comment #14</p>	<div style="text-align: center;">  <p>WESTMINSTER</p> </div> <p>September 17, 2007</p> <p>City of Westminster Office of the City Manager 4800 West 92nd Avenue Westminster, Colorado 80031 303-430-2400 FAX: 303-430-1809</p> <p>Project Team US 36 Mobility Partnership c/o CDR Associates ATTN: Andrea Meneghel 100 Arapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p>Dear Members of the US 36 Project Team:</p> <p>RE: City of Westminster Detail Response to US 36 DEIS</p> <p>Attached for your review is a document that contains the detailed comments from Westminster City Staff on the US 36 DEIS. Please note that this document supplements the formal resolution passed by the Westminster City Council as well as the comments submitted by Mayor Nancy McNally at the August 29 Public Hearing on the DEIS. City Staff previously submitted the resolution to you by e-mail followed by a hard copy via US mail.</p> <p>To reiterate, City Council's Resolution contained the following seven points:</p> <p>(1) The Westminster City Council strongly favors a multi-model approach to address the short and long-term projections for traffic congestion along the US 36 corridor. We believe that of the two alternatives analyzed, Package 4 (referred to as "P4") comes closer to addressing the congestion issues through the corridor while providing residents and businesses with greater access to the designated carpool and rapid transit lane. P4 includes a "buffer" separated managed lane that is dedicated to bus rapid transit and high occupancy vehicles. A barrier-separated managed lane through Westminster as presented in Package 2 (referred to as "P2") is not acceptable due to the fact that it does not allow for adequate access for Westminster residents and businesses using this section of US 36.</p> <p style="text-align: right;"><small>Printed on recycled paper</small></p>	<p><b>Response to Comment #14-1:</b> Comment noted. The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane and not barrier separation.</p>

Commenter	Comment	Response to Comment
<p>Comment #14-2</p> <p>Comment #14-3</p> <p>Comment #14-4</p> <p>Comment #14-5</p>	<p>Project Team – US 36 Mobility Partnership September 17, 2007 Page 2</p> <p>(2) The City Council vehemently opposes the construction of a “drop ramp” structure on Westminster Boulevard where the bridge over the turnpike is currently located. This structure, being considered as an element of Package 2, would be limited to use by Bus Rapid Transit, High Occupancy Vehicles and toll traffic so that they can enter and exit directly to and from the managed lanes of the turnpike. Council believes that the construction of this interchange in a residential area and the impact that it would have on adjacent roadways make the inclusion of a drop ramp at this location completely unacceptable.</p> <p>(3) The City Council would like to see further consideration given to the construction of an 88<sup>th</sup> Avenue underpass of US 36 that would allow continuation of this street where it presently terminates on each side of US 36. Previous design drawings included this underpass; however, the P2 and P4 options as described in the DEIS call for 88<sup>th</sup> Avenue to terminate at US 36. Given the strong likelihood for redevelopment in the Westminster Center, currently the Westminster Mall, and the possibility of transportation-oriented development (TOD) near 88<sup>th</sup> Avenue, the additional access on 88<sup>th</sup> Avenue becomes essential for reducing traffic congestion in this area. On a related item, Council believes that it is important that as funding for this project becomes available, the monies be equitably distributed in cities and unincorporated areas throughout the corridor.</p> <p>(4) The City Council believes that the cost for improvements to roadways, intersections and bridges adjacent to US 36 and necessitated by the improvements proposed for the highway should be borne by the US 36 Project versus the City. Examples of expenses that should be assumed by the Project include costs for improvements that require additional capacity to local streets and intersections.</p> <p>(5) The City Council strongly encourages the project team to maintain ongoing and open communications with residents and businesses whose property will be acquired for right-of-way for the expansion of US 36. Many of these impacted residents and businesses are within the Westminster City limits. The Council requests that expedited purchase of property within the right-of-way be given a high priority when funds become available so as to relieve the financial plight of home and business owners who are impacted by these acquisitions.</p>	<p><b>Response to Comment #14-2:</b> Comment noted. The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane with access between each interchange. No drop-ramps are proposed as a part of this package.</p> <p><b>Response to Comment #14-3:</b> Early in the project’s analysis, an extension of 88<sup>th</sup> Street under US 36 was proposed. Further traffic analysis determined the proposed improvements to the Sheridan Boulevard interchange in the combined alternative do not warrant an extension of 88<sup>th</sup> Street under US 36. As a result the combined alternative does not include the extension of 88<sup>th</sup> Street under US 36.</p> <p>As funding for the project becomes available, monies will be distributed according to the phasing and financing plan as determined by the PAC. Information on project phasing is available in Chapter 8, Phased Project Implementation, of the FEIS.</p> <p><b>Response to Comment #14-4:</b> CDOT is required to mitigate for traffic impacts to local roadways caused by the improvements to US 36. The mitigations, which include improvements to local roadways, are identified in the FEIS. See Section 3.5, Transportation Impacts and Mitigation.</p> <p><b>Response to Comment #14-5:</b> The Combined Alternative Package (Preferred Alternative) has reduced the ROW impacts, which are identified in Section 4.4, Right-of-Way and Relocations, and shown in Appendix A, Corridor Reference Maps, of the FEIS. ROW acquisition will occur as required by project phasing. Information on project phasing is available in Chapter 8 of the FEIS.</p> <p>Regardless of the timeline for property acquisitions, CDOT will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended to ensure fair and equitable treatment of property owners. CDOT will also continue to communicate with property owners throughout the project.</p>

Commenter	Comment	Response to Comment
<p>Comment #14-6</p> <p>Comment #14-7</p>	<p>Project Team – US 36 Mobility Partnership September 17, 2007 Page 3</p> <p>(6) The City Council requests that the geographical areas identified as “Westminster” and “Adams” segments in the Draft EIS be changed in the Final EIS to reflect the actual boundaries of Westminster and unincorporated Adams County. Sheridan Boulevard is used as the eastern boundary for the Westminster segment of the project in the DEIS when, in fact, the City boundaries extend east of Federal Boulevard. Consequently, the descriptions of the impact of the US 36 improvements on the City, its residents and businesses are significantly understated throughout the Draft EIS.</p> <p>(7) The Westminster City Council wishes to go on record through this public comment process that we strongly oppose P2 as presented in the Draft Environmental Impact Statement. However, we remain open to exploring potential hybrid options that may be developed in the future, such as the Urban Partnership Agreement (UPA) we supported with the US 36 Mayors’ and Commissioners Coalition.</p> <p>The City of Westminster appreciates your consideration of our feedback on the DEIS. City Staff look forward to working with the members of the Project Team and your consultants through the completion of the Final Environmental Impact Statement.</p> <p>Sincerely,                J. Brent McFall              Attachment</p>	<p><b>Response to Comment #14-6:</b>              The lengthy project study area was broken down into manageable segments for ease in analyzing and presenting data. The segment boundaries used for this project generally follow jurisdictional boundaries, but not always. The segment names utilized are based on the predominant jurisdiction within a segment.</p> <p>While Sheridan is not the jurisdictional boundary between Westminster and Adams County, this north/south arterial is a meaningful transportation travel shed delineator and as such was used as a boundary between the two segments.</p> <p>Therefore, resource impacts for the city of Westminster may be located in more than one project segment.</p> <p>No change made.</p> <p><b>Response to Comment #14-7:</b>              Package 2 is not being carried forward as the Preferred Alternative. The PAC is recommending a new Combined Alternative Package as the Preferred Alternative. See the general Combined Alternative Package (Preferred Alternative) response for more information.</p>

Commenter	Comment	Response to Comment
<p>Comment #14-8</p> <p>Comment #14-9</p> <p>Comment #14-10</p> <p>Comment #14-11</p>	<p>September 17, 2007 --- City of Westminster</p> <p><b>U.S 36 – DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS</b></p> <p><b>Chapter 2</b></p> <p>1) Pages 2.5 - 14 and 2.5 - 15 - The alignment for the bike trail in the DEIS is not consistent with the City of Westminster's requested alignment as contained in a letter to Rick Pilgrim dated January 18, 2007, from John Carpenter. The City strongly believes that its proposed alignment is superior since it minimizes on-street bike trails. The DEIS proposes using Bradburn Boulevard as a bike route. Bradburn Boulevard is not wide enough to be striped for an on-street bike path and the existing sidewalks along Bradburn Boulevard are not wide enough to be used by bicycles. These same comments apply to P4.</p> <p><b>Chapter 3</b></p> <p>2) Pages 3.5 - 7 - A drop ramp structure on Westminster Boulevard will cause a substantial increase in traffic on that street between US 36 and Church Ranch Boulevard / 104<sup>th</sup> Avenue. Given that traffic on this stretch of roadway is expected to increase by 50 to 55% from 9,000 to 13,800 average daily traffic (ADT), as a result of the drop ramp, improvements to this roadway should be a project expense.</p> <p>3) Page 3.5 - 14 - Mentions the closure of West 88<sup>th</sup> Place east of Sheridan Boulevard. This would have severe impacts on the businesses that now use this as a primary access such as the Double Tree Hotel, Saltgrass Steakhouse, Sweet Tomatoes, Joe's Crab Shack, Residence Inn, Hampton Inn and the Sheridan Business Park. Access to the Westminster Center Park-N-Ride would be adversely affected. The trade-off to this closure would be the construction of 88<sup>th</sup> Avenue under US 36 to provide a convenient alternative access point.</p> <p>4) Page 3.5 - 14 - On this page are these sentences "Realignment of Old Wadsworth to intersect with an extended 112th Avenue would be completed by the US 36 project. The new crossing would replace the obsolete Old Wadsworth Bridge. The extension of 112<sup>th</sup> Avenue to cross US 36 would be a project by others." This seems to state that the US 36 Project would not pay for the new 112<sup>th</sup> Avenue Bridge. This extension should be a cost to the project since this bridge is a replacement of the existing US 36/Old Wadsworth (CDOT) bridge.</p> <p style="text-align: right;">1 of 14</p>	<p><b>Response to Comment #14-8:</b> As part of the Combined Alternative Package (Preferred Alternative) process that took place subsequent to the release of the DEIS, the bikeway alignment on the east was reviewed and modified to address concerns about the termination of the bikeway.</p> <p>See the general bikeway response for more detailed information.</p> <p>In particular, additional analysis was done to evaluate the Bradburn Boulevard alignment connection to the Little Dry Creek Trail at 72<sup>nd</sup> Avenue. It was determined that a pedestrian activated signal would be added at the intersection of 72<sup>nd</sup> Avenue at Bradburn Boulevard to facilitate access across 72<sup>nd</sup> Avenue to the Little Dry Creek Trail.</p> <p>For a detailed description of the revised bikeway alignment in the east end of the US 36 corridor, see the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions.</p> <p><b>Response to Comment #14-9:</b> Drop-ramps are not an element of the Combined Alternative Package (Preferred Alternative). In the Preferred Alternative no substantial impacts to Westminster Boulevard are anticipated.</p> <p><b>Response to Comment #14-10:</b> In order to meet design standards for the improved Sheridan interchange, the access from Sheridan to West 88<sup>th</sup> Place is impacted by the westbound off-ramp to Sheridan in the combined alternative. Some businesses along West 88<sup>th</sup> Place can be accessed from Yates Street (Sweet Tomatoes, Joe's Crab Shack, and Saltgrass Steakhouse). The Residence Inn and Hampton Inn can be accessed from the remainder of West 88<sup>th</sup> Place. As the design progresses to a higher level of detail, access to these businesses can be further refined. Traffic analysis for the operations</p>








Commenter	Comment	Response to Comment
<p>Comment #14-12</p> <p>Comment #14-13</p> <p>Comment #14-14</p> <p>Comment #14-15</p> <p>Comment #14-16</p> <p>Comment #14-17</p>	<p>5) Page 3.6 - 1 - The proposed mitigation measures described on Table 3.6-1 are inadequate to deal with existing and projected traffic problems at the 74<sup>th</sup> Avenue/Federal Boulevard intersection. A continuous acceleration/deceleration lane needs to be built on the west side of Federal Boulevard between US 36 and 74<sup>th</sup> Avenue with a connection of Turnpike Drive to 75<sup>th</sup> Avenue. The City has a plan to show how the 75<sup>th</sup> Avenue connection can be accomplished.</p> <p><b>Chapter 4</b></p> <p>6) Page 4.2 - 7 - The Westminster Mall site should be included within Table 4.2-2, "Summary of Existing or Proposed Transit-Oriented Development and Major Development Plans." The "Status" would be "proposed" and the "Type" would be "mixed use TOD."</p> <p>7) Page 4.2 - 14 - Within Table 4.2-3, "Summary of Land Use and Compatibility at Bus Rapid Transit Stations", delete the word "possibly" in reference to the redevelopment of the Westminster Mall. Redevelopment of the Mall will occur.</p> <p>8) Page 4.2 - 16 - Regarding Package 2 impacts within the Westminster Segment, it is stated that there would be no measurable conflicts with existing land uses at the Church Ranch Boulevard interchange. The City of Westminster disagrees with this conclusion. While the barrier-separated express lanes of Package 2 might work well for commuters traveling from Denver to Boulder or from Boulder to Denver, the lack of adequate access to the express lanes will make travel within those lanes for motorists seeking intermediate destinations difficult. Access from the express lanes to businesses located in the vicinity of the Church Ranch Boulevard interchange is a prime example of the City's concern with this barrier-separated plan. It is our impression that visitors to the Church Ranch area would have to exit the express lanes at either the proposed Westminster Boulevard drop-ramp or the new Midway Boulevard drop-ramp, then find their way to their final destinations via local roads. In a very competitive market, the inconvenience encountered with this option would cause shoppers to seek other, more easily accessible business establishments. Therefore, it is our observation that Package 2 would cause a negative impact upon the land uses in the vicinity of the Church Ranch interchange.</p> <p>9) Page 4.3 - 1 - Near the bottom of the page, delete the word "possible" and the word "Center" within the sentence that reads "Possible redevelopment of the Westminster Center Mall..."</p> <p>10) Table 4.3 - 12, Page 4.3 - 12 - As stated under comment for Page 3.5 - 14, the closure of 88<sup>th</sup> Place would have severe adverse impacts to the many retail and other businesses located east of Sheridan Boulevard and north of US 36. 88<sup>th</sup> Avenue needs to be built under US 36 to provide an equally convenient access to these businesses at 88<sup>th</sup> Place. If the alternative of building 88<sup>th</sup> Avenue is</p> <p style="text-align: center;">2 of 14</p>	<p>at the Sheridan interchange do not warrant the extension of 88<sup>th</sup> Street under US 36.</p> <p><b>Response to Comment #14-11:</b> The cost of replacing the Old Wadsworth Bridge with the 112<sup>th</sup> Avenue Bridge is included in the combined alternative cost estimate.</p> <p><b>Response to Comment #14-12:</b> The US 36 project will mitigate its LOS impact to adjacent intersections to LOS D or to the Package 1, which ever is worse. The proposed 74<sup>th</sup> Avenue/Federal Boulevard mitigation measures, include re-stripping the eastbound approach and adjusting the signal phasing. Details are provided in Section 3.5.</p> <p><b>Response to Comment #14-13:</b> Information added to Table 4.2-2, Summary of Transportation Policies in Local Transportation and Land Use Plans, as requested.</p> <p><b>Response to Comment #14-14:</b> The word "possibly" has been deleted, however the statement "will develop..." has not been added.</p> <p><b>Response to Comment #14-15:</b> The Combined Alternative Package (Preferred Alternative) provides one buffer-separated managed lane in each direction with access between each interchange and does not include barrier separation or drop-ramps. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #14-16:</b> See response to Comment #14-14.</p> <p><b>Response to Comment #14-17:</b> See response to Comment #14-10.</p>

Commenter	Comment	Response to Comment
<p>Comment #14-17 (cont.)</p> <p>Comment #14-18</p> <p>Comment #14-19</p> <p>Comment #14-20</p> <p>Comment #14-21</p> <p>Comment #14-22</p> <p>Comment #14-23</p>	<p>removed from consideration, the City would expect other access alternatives to be explored.</p> <p>11) Page 4.3 - 15 - "The project includes replacement of the Old Wadsworth Boulevard bridge to carry West 112<sup>th</sup> Avenue over US 36 in an east-west direction. The approach roadways would be provided by others." Similar language is on Page 4.3 - 15. As stated in the comment for Page 3.5 - 14, the approach roadways necessary to make 112<sup>th</sup> Avenue function should be a project cost.</p> <p>12) Page 4.4 - 3 - We understand the difficulty that the sponsors of the EIS face in attempting to quantify the number of residential displacements without specifying the exact locations of those residences. However, it seems that anticipated business displacements would be more evident. The City requests that the anticipated business displacements be identified so that Staff can provide meaningful feedback on Section 4.3, "Economic Considerations."</p> <p>13) Table 4.4 - 5 on Page 4.4 - 4 is very misleading. Many of the number of displaced dwelling units in the "Adams" segment of the project are actually located in the City of Westminster. This is an example of the concern identified in the City Council's August 27 Resolution.</p> <p>14) Page 4.4 - 6 - There is a statement - "adding retaining walls at Federal Boulevard, Peccos Street, Broadway and McCaslin Road and along much of the Boulder segment to avoid acquisition of open space." The City far prefers landscaped berms to sound walls which are graffiti magnets. We do not want walls abutting open space and parks but want berms that can be constructed on City land, not right-of-way, to keep costs down.</p> <p>15) Page 4.6 - 20 - There is a statement "regarding Oakwood Park: A retaining wall on the south side was added to reduce the amount of land acquisition." The City opposes retaining walls and sound walls abutting City parks and open space where there is adequate room to build a berm in lieu of a wall or a berm with a lower wall than would otherwise be required.</p> <p>Also, on this page is a recommendation to create a linear park between Rotary Park and Oakwood Park. The City's request is to construct an eight-foot wide trail from 80<sup>th</sup> Avenue to the south edge of the Sheridan Business Park on existing parkland and remnant parcels created from acquiring single family homes abutting US 36.</p> <p>The trail would also extend parallel to US 36 and the west side of the Sheridan Business Park to the Westminster Center Park-N-Ride.</p> <p style="text-align: center;">3 of 14</p>	<p><b>Response to Comment #14-18:</b>                  Since the US 36 project includes the replacement of the Old Wadsworth bridge, the cost to replace this bridge with the 112<sup>th</sup> Avenue Bridge is included in the combined alternative cost estimate. The cost for the 112<sup>th</sup> Avenue approaches are not included in the combined alternative cost estimate because the project would not need to replace the approaches to the Old Wadsworth bridge. The US 36 project is responsible for replacing the Old Wadsworth bridge. The project is willing to work in partnership with Broomfield to accommodate a new location for a crossing but the project will not incur additional costs for additional elements to do so.</p> <p><b>Response to Comment #14-19:</b>                  See response to Comment #14-5.</p> <p><b>Response to Comment #14-20:</b>                  See response to Comment #14-6.</p> <p><b>Response to Comment #14-21:</b>                  Retaining walls are proposed in the Combined Alternative as opposed to earthen berms to reduce overall impacts. Berms in lieu of retaining walls and sound walls require a significantly larger footprint and more impacts to parks and open space.</p> <p>Although park and open space areas may appear to provide space for earthen berms, park and recreation property is protected under Section 4(f), and therefore all impacts must be avoided if prudent and feasible. Construction of berms would be considered an impact since CDOT would need to acquire ROW. Additional impacts to open space areas may result in impacts to biological habitats, wetlands and other waters of the US, and other resources that need to be protected; therefore, earthen berms are not practicable mitigation measures since walls would be effective.</p> <p><b>Response to Comment #14-22:</b>                  See response to Comment #14-21.</p>

Committer	Comment	Response to Comment
		<p><b>Response to Comment #14-23:</b>                      The Combined Alternative Package (Preferred Alternative) would not have impacts to Oakwood and Rotary parks and therefore, no trail consideration is needed. If either Package 2 or Package 4 is ultimately selected, additional consideration will be given to this comment at that time.</p> <p>See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more information.</p>

Commenter	Comment	Response to Comment
Comment #14-24	16) Section 4.6 - Regarding Environmental Justice, in P2, the nearest access point (Westminster Boulevard) is very inconvenient to locations where most of the low income persons reside.	<b>Response to Comment #14-24:</b> Access to US 36 and the managed lanes would be provided at Church Ranch Boulevard and Sheridan Boulevard under the Combined Alternative Package (Preferred Alternative). These access points and BRT stations would provide low-income and minority communities a benefit of increased access to the entire region through a new transit network. See Section 2.6 for more detailed description of the Preferred Alternative.
Comment #14-25	17) Page 4.6 - 8 - There is a statement - "Compensation for parkland acquisition will be negotiated with the public land's representatives. At a minimum, compensation shall include comparable replacement of parkland and facilities within two miles of the affected parkland, or adequate compensation based on fair market value appraisals." This needs to be clarified to state that the compensation will include the cost to constructing a replacement park. In the case of Oakwood Park, the City's position is that the area to be replaced is the entire 2.6 acre park since the remainder area is so small and is needed to create the sound berms.	<b>Response to Comment #14-25:</b> The statement says that that parkland and facilities would be replaced, this includes construction. No change made.
Comment #14-26	18) Page 4.9 - 10 - There is a statement: "However, the impacts to Oakwood Park would remove most of the usable space including an informal path through the Park." The City agrees. This is why the mitigation area needs to include the entire park area, not just what will be purchased for right of way.	With regards to Oakwood Park, see response to Comment #14-23.
Comment #14-27	Also, at the bottom of this page is a statement, "Impacts to be minimal to parks and open space in the Westminster segment, except for the lengthening of the pedestrian trail crossing under US 36. Lengthening underpasses changes the visibility for the trail user with a longer, shadowed section of trail." The City agrees, which is why lighting this currently unlit underpass is critical. Also there will be significant impacts to Westminster open space. (See comment #20).	<b>Response to Comment #14-26:</b> See response to Comment #14-23.
Comment #14-28	19) Page 4.9 - 17 - There is no mention in the narrative that the entire 2.3 acre open space parcel located at the southeast corner of 80 <sup>th</sup> Avenue and US 36 needs to be acquired for the widening project.	<b>Response to Comment #14-27:</b> Lighting improvements are proposed as mitigation to the lengthening of the pedestrian crossing under US 36 in this location. See Table 4.9-6, Mitigation Measures — Parks and Open Space, for details about mitigations for Westminster Open Space. Also, see Chapter 7, Section 4(f) Evaluation, for proposed mitigations for 4(f) resources.
Comment #14-29	20) Page 4.9 - 20 - The City is pleased with the description of the mitigation measures for parkland and open space acquisition as contained within Table 4.9-5. These measures appear to conform with the recommendations listed within a letter of January 18, 2007 from the City's Director of Community Development John Carpenter to Rick Pilgrim of the US 36 Mobility Partnership. Comments on the mitigation of impacts to Oakwood Park appear below under Chapter 7.	<b>Response to Comment #14-28:</b> For Package 2 and Package 4 the impacts to the City of Westminster Open Space property (1219) are included in the associated tables in Section 4.9, Parks and Open Space. The Combined Alternative would avoid impacts to this resource.
Comment #14-30	21) Table 4.11 - 1 - Visual Elements, Rating and Viewer Types on Page 4.11-2 rates the visual quality of each segment of US 36. The lowest scoring segment is the portion east of Sheridan Boulevard where the predominant visual image is the sound wall. The visual quality of the other areas is much higher, in part because there are no sound walls. This provides more support for Westminster's request to substitute or augment sound walls with landscaped berms abutting park and open space areas where space permits.	<b>Response to Comment #14-29:</b> Comment noted.
	4 of 14	<b>Response to Comment #14-30:</b> See response to Comment #14-21.

Commenter	Comment	Response to Comment
<p>Comment #14-31</p>  <p>Comment #14-32</p>  <p>Comment #14-33</p>  <p>Comment #14-34</p>  <p>Comment #14-35</p> 	<p>22) Page 4.13 - 10 – The Westminster Segment Section needs to clarify where the new sound walls will be built, i.e. abutting Madison Hill, Tuscany Trails and the Westcliff Apartments.</p> <p>23) Page 4.13 - 14 at the bottom of the page states: “Earthen berms – Earthen berms require a substantial amount of undeveloped land between the highway and homes, which does not exist at any of the impacted sites along the corridor”. That is generally true <u>except</u> abutting park and open space areas.</p> <p>24) Page 4.13 - 15 – Under “Sound Walls” – “Formal analyses were not conducted at the locations where existing sound walls need to be removed. It is assumed that the walls will be replaced in kind. Table 4.13-1 on page 4.13-4 suggests that the existing sound walls are not tall enough to adequately mitigate sound. A study should be done to determine if the replacement wall height needs to be increased.”</p> <p>Also on this page, there is no mention of the need to replace the wall along Westcliff apartments with a taller wall to reduce the dBA below 71.</p> <p>Finally, on this page, there is a recommendation to construct a 15-foot tall sound wall, 2400 foot long to reduce the noise levels” by an average of 6 dBA, since the existing dBA is 79, this would only reduce the sound level to 73 dBA which still exceeds the CDOT recommended 68 dBA level. Clearly, the wall height should be increased.</p> <p>25) There is no mention of the need for a sound wall abutting the Hyland Village development located on the east side of US 36 south of 98<sup>th</sup> Avenue at the Westminster Boulevard overpass. This area is near Madison Hill and the Westcliff Apartments which had a dBA of 79 and 71 respectively. The noise levels at Hyland Village would likely be similar and would be sufficient to warrant a sound wall.</p> <p>26) Page 4.14 - 8 under Big Dry Creek states: “The existing 31 foot long by 106-foot wide, two cell culvert would be extended by 150 feet for a total culvert width of 236 feet. In addition to the short term impacts associated with construction and loss of habitat, the Big Dry Creek corridor will experience long term impacts from reduced wildlife use of the crossing and increased fragmentation between upstream and downstream portions of the creek.”</p> <p>Table 4.14 - 17 – States “Big Dry Creek – The City of Westminster/Urban Drainage Agreement that does not allow modification of the hydraulic capacity of the existing structures will be revisited to allow either a separate dry crossing for wildlife (preferred) or modification of the existing stream culvert to facilitate wildlife movement.” The separate crossing would work as long as it does not permit storm water to pass through it in violation of the existing agreement. The City welcomes exploring alternatives to the extension of the existing bridge to encourage wildlife.</p> <p style="text-align: center;">5 of 14</p>	<p><b>Response to Comment #14-31:</b> Table 4.13-4, Length of Sound Wall Anticipated in Each Package, summarizes the general location where new sound walls are proposed including locations where existing sound walls would need to be removed to accommodate improvements. Exact location, length and height of sound walls will be determined during final design.</p> <p><b>Response to Comment #14-32:</b> See response to Comment #14-21.</p> <p><b>Response to Comment #14-33:</b> On this and every CDOT project, noise walls, whether they are new or are replacing existing walls, are designed to reduce noise levels by at least 5 dBA and where feasible 10 dBA. The purpose of the noise study conducted for this project was to determine where new and replacement walls should be considered. As the project progresses toward final design, detailed issues such as exact height, length, placement, end points, wraps, aesthetics, absorption (to control reflections), etc., will be addressed. Fifteen feet is not a “standard” height, nor will replacement walls simply be built at their existing height. Also, walls are not designed to reduce noise levels to a certain level, such as 66 dBA. They are designed to provide 5 to 10 dBA of reduction, for that is all that is generally feasible. Certainly, for those areas where levels are relatively high (e.g., greater than 70 dBA), the 10 dBA goal should be achieved if at all possible.</p> <p><b>Response to Comment #14-34:</b> Traffic noise analysis was completed for undeveloped lands only if the development was planned, designed, and programmed. The Hyland Village development is currently on-hold and no construction is planned in the near future. Since improvements to this section of the highway are not scheduled as part of Phase I, the Hyland Village development may be reevaluated when future phases of the project are implemented.</p> <p><b>Response to Comment #14-35:</b> Comment noted. The proposed design is consistent with the City of Westminster Urban Drainage Agreement and does not increase capacity. Coordination with the City of Westminster will continue through final design to address the concern about wildlife crossing.</p>

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<p style="text-align: center;">( )</p> <p style="text-align: center;"><b>Comment #14-36</b></p>	<p>27) Table 4.18 – 2 on Page 4.18 – 4. “Westminster Segment – Major Utilities in the US 36 Corridor” lists three utilities owned by the City of Westminster determined to be impacted by this project: 27-inch sanitary sewer, 800 ft east of West 104<sup>th</sup> Ave. bridge; 30-inch sanitary sewer, 1400 ft east of West 104<sup>th</sup> Ave. bridge and a 42-inch water main in a 54-inch casing south of West 92<sup>nd</sup> Ave. All of these utilities are noted to cross US 36 perpendicular. In addition to these utilities, the City has identified the following list of utilities that are “critical” or “costly” in nature from the City’s point of view:</p> <p>Sanitary Sewer:</p> <table border="1" data-bbox="532 995 782 1440"> <thead> <tr> <th>Diameter</th> <th>From MH</th> <th>To MH</th> <th>General Location</th> </tr> </thead> <tbody> <tr> <td>15</td> <td>I12MH004</td> <td>H12MH007</td> <td>Rotary Park</td> </tr> <tr> <td>8</td> <td>G11MH006</td> <td>G11MH005</td> <td>Meade Street</td> </tr> <tr> <td>8</td> <td>G10MH040</td> <td>G10MH093</td> <td>southbound ramp @ Federal</td> </tr> <tr> <td>12</td> <td>G10MH092</td> <td>G10MH093</td> <td>westbound ramp @ Federal</td> </tr> <tr> <td>16</td> <td>G10M094</td> <td>G10M095</td> <td>Main Appleblossom @ Federal</td> </tr> <tr> <td>8</td> <td>G10MH005</td> <td>G10MH004</td> <td>Lowell Blvd - elevated</td> </tr> <tr> <td>8</td> <td>J13MH029</td> <td>J13MH002</td> <td>92nd Avenue/mall</td> </tr> <tr> <td>30</td> <td>M14MH009</td> <td>M14MH008</td> <td>Just north of BDC crossing</td> </tr> <tr> <td>21</td> <td>141</td> <td>140</td> <td>Rotary Park</td> </tr> </tbody> </table> <p>Water:</p> <table border="1" data-bbox="846 1068 1021 1367"> <thead> <tr> <th>Diameter</th> <th>General Location</th> </tr> </thead> <tbody> <tr> <td>14</td> <td>88th Avenue/RTD flyover</td> </tr> <tr> <td>12</td> <td>Lowell/Elevated</td> </tr> <tr> <td>16</td> <td>Lowell/Elevated</td> </tr> <tr> <td>36</td> <td>104th/Spiliz tunnel</td> </tr> <tr> <td>30</td> <td>104th/Spiliz tunnel</td> </tr> <tr> <td>10</td> <td>80th Avenue-also parallels US36</td> </tr> </tbody> </table> <p>Some of these utilities identified may have segments that run parallel to US 36 and would be impacted. Depending on the widening of US 36, additional lines could be impacted.</p> <p style="text-align: right;">6 of 14</p>	Diameter	From MH	To MH	General Location	15	I12MH004	H12MH007	Rotary Park	8	G11MH006	G11MH005	Meade Street	8	G10MH040	G10MH093	southbound ramp @ Federal	12	G10MH092	G10MH093	westbound ramp @ Federal	16	G10M094	G10M095	Main Appleblossom @ Federal	8	G10MH005	G10MH004	Lowell Blvd - elevated	8	J13MH029	J13MH002	92nd Avenue/mall	30	M14MH009	M14MH008	Just north of BDC crossing	21	141	140	Rotary Park	Diameter	General Location	14	88th Avenue/RTD flyover	12	Lowell/Elevated	16	Lowell/Elevated	36	104th/Spiliz tunnel	30	104th/Spiliz tunnel	10	80th Avenue-also parallels US36	<p><b>Response to Comment #14-36:</b></p> <p>The scope of the 5 to 10 percent design does not include identification of all utilities along the corridor. The project’s current cost estimate contains contingencies to cover the cost of miscellaneous items, such as utilities, that will be identified as the project progresses beyond the 5 to 10 percent design stage.</p>
Diameter	From MH	To MH	General Location																																																					
15	I12MH004	H12MH007	Rotary Park																																																					
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


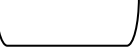
Commenter	Comment	Response to Comment
<p>Comment #14-37</p> <p>Comment #14-38</p> <p>Comment #14-39</p> <p>Comment #14-40</p> <p>Comment #14-41</p> <p>Comment #14-42</p> <p>Comment #14-43</p> <p>Comment #14-44</p>	<p>28) Page 4.20 - 2 - The Shaw Heights Tributary to Little Dry Creek is a mapped floodplain that appears on the "Flood Insurance Rate Map for Jefferson County, Colorado and Incorporated Areas", panel number 08059C0206 E. The Rotary Park regional storm drainage detention pond, which abuts the existing right-of-way of US 36, is included within the Shaw Heights Tributary floodplain. Impacts to this floodplain and mitigation measures should be discussed within the document.</p> <p>29) Page 4.20 - 3 - Big Dry Creek and the Shaw Heights Tributary should be labeled on the map.</p> <p>30) Page 4.20 - 7 - There is no definition of "Class 2 Recreation" and what this means for the Big Dry Creek Basin.</p> <p>31) Page 4.20 - 17 - It is stated that "Any floodplain requiring a rise greater than allowable will have a conditional letter of map revision (LOMR) prepared and submitted to FEMA for review." This statement should be revised to also include the preparation of a Letter of Map Revision (LOMR) by the project sponsor at the conclusion of the construction of improvements to the highway. The local jurisdictions should have the responsibility of preparing the LOMR. This comment also applies to similar statements under the heading of "Mitigation" on Page 4.20-19.</p> <p>32) Chapter 4.21 - "The Wetlands and Other Waters" section makes minimal mention of the wetlands at Lower Church Lake which is immediately adjacent to US 36. Page 4.21-17 under the "Westminster Segment" states "there will be no impact to Lower Church Lake". The same comment appears on page 4.21-19. That cannot be true given the proximity of the lake to the US 36/BNSF bridge which needs to be widened. Any widening would impact the lake which has significant wetlands.</p> <p>33) Page 4.21 - 3 - This section of the document should include a discussion of any wetlands impacts in the vicinity of the Shaw Heights Tributary to Little Dry Creek and the Rotary Park storm drainage detention pond. While the Tributary is piped under US 36, it appears that there could be some wetlands impacts near the outlet of the Rotary Park pond.</p> <p>34) Page 4.22 - 1 - Since many of the residences to be removed are older homes, it is likely that a significant hazardous material removal effort will be necessary before the actual demolitions can occur. It seems unlikely that six months (as shown on Figure 4.22-1) is a reasonable amount of time to perform hazardous materials documentation and removal followed by the demolition of so many structures.</p> <p>35) Page 4.22 - 3 - Threatened and Endangered Species impacts should be restated within this "Construction-Related Impacts" section of the document. For</p> <p style="text-align: center;">7 of 14</p>	<p><b>Response to Comment #14-37:</b> Shaw Heights Tributary is a mapped Federal Emergency Management Agency (FEMA) floodplain in areas upstream and downstream from US 36, and is not mapped anywhere in the vicinity of US 36 or the build package limits. It is noted on Flood Insurance Rate Map (FIRM) Panel 08059C0206E that the 1 percent annual chance flood discharge is contained in a culvert at US 36 and this is not a FEMA floodplain. Impacts to storm drainage ponds, culverts, and storm sewer systems will be evaluated during the design phase of the project to determine the existing condition performance, compared to the required local drainage needs and US 36 project needs, and make modifications as required.</p> <p><b>Response to Comment #14-38:</b> Only the major irrigation ditches were labeled. The label for Big Dry Creek has been added to Figure 4.20-1, Floodplain Information for Streams and Ditches in the Project Area.</p> <p><b>Response to Comment #14-39:</b> Table 4.20-2, Major Watercourse Crossings and Designated Beneficial Uses, has been updated to include the definition of Class 2 Recreation.</p> <p><b>Response to Comment #14-40:</b> Change made as requested.</p> <p><b>Response to Comment #14-41:</b> Lower Church Lake (and associated wetlands) would not be impacted by any of the build packages.</p> <p><b>Response to Comment #14-42:</b> The wetlands at the outlet of the Rotary Park pond drainage system (adjacent to US 36 to the north) would be impacted by the Combined Alternative Package (Preferred Alternative). Impacts to these wetlands have been included in the total wetland impact calculations for the Westminster Segment and the overall project. These wetlands are discussed in more detail in the <i>Wetland Technical Report</i> (URS 2004).</p>




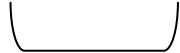



Commenter	Comment	Response to Comment
		<p><b>Response to Comment #14-43:</b>                      The 6 months depicted in Figure 4.22-1, General-Purpose Lane, Managed Lane, and Bus Rapid Transit Best-Case Construction Schedule in the DEIS, is an estimate of the length of time needed to complete demolition and site preparation. This length of time may change based on the final project footprint, available funding, and construction phasing, but will approximately be the equivalent of 6 months spread out over 4 to 5 years. Regardless of the time necessary, all residential and business demolitions deemed necessary for the project will be overseen by a Certified Asbestos and Lead Abatement Contractor.</p> <p><b>Response to Comment #14-44:</b>                      A discussion about how species-specific threatened and endangered requirements would be taken into account for the construction footprint in certain areas has been added to Section 4.22, Construction-Related Impacts.</p>









Commenter	Comment	Response to Comment
<p>Comment #14-44 (cont.)</p> <p>Comment #14-45</p> <p>Comment #14-46</p> <p>Comment #14-47</p> <p>Comment #14-48</p> <p>Comment #14-49</p>	<p>example, if construction cannot occur within 0.25 to 0.50 miles of a nesting bird habitat, this restriction may have impacts upon the construction schedule.</p> <p>36) Page 4.22 - 4. - The discussion of "Environmental Justice," should be expanded to include consideration of access to transit facilities and/or pedestrian routes. Many low-income residents depend upon these facilities as their sole source of transportation.</p> <p>37) Page 4.23 - 3. - Lists major development projects planned for the US 36 corridor. This list should include the Hyland Village/McStain Homes new urbanist project at US 36/98<sup>th</sup> Avenue.</p> <p>38) Table 4.23 - 2. - Should include several projects beyond what is listed including Hyland Village, Axis and Myananda (at Westminster Promenade) and Circle Point at 112<sup>nd</sup>/US 36.</p> <p><b>Chapter 7</b></p> <p>39) Page 7.4 - 7. - Under the paragraph entitled "Section 4(O) Use," there is a statement: "The use (of 56-66% of the park for ROW) will not result in a change of the functionality for the remainder of the park." This statement is not credible when one considers 2.3rds. of a very small (2.6 acre) and linear park will be destroyed. The remaining area will not be a viable park but a narrow remnant, the use of which is severely limited compared to the existing park.</p> <p>40) Page 7.4 - 8. - The DEIS states "To minimize harm to Oakwood Park, a retaining wall would be built on the south side of the park, along US 36 north of the current wall. The retaining wall would decrease the amount of land acquisition needed to widen US 36.</p> <p>In addition, a noise wall would be constructed to replace the existing wooden wall to mitigate noise and visual affects associated with the highway."</p> <p>The City does not want a noise wall placed close to the expanded US 36 in the segment between the Sheridan Business Park and 80<sup>th</sup> Avenue. Rather, the City prefers a berm or if necessary, a wall on top of a berm in this segment to be built along US 36 in the remnant parts of Oakwood Park and the several homes directly abutting the north (east) side of US 36. This would not add to right of way acquisition costs since the berm would be built on the remnant parts of the lots not needed for right of way. The City estimates that there would be approximately 60-70 feet within which to build a berm. At a 4:1 slope, the berm could be 7.5-8 feet tall. Oakwood Drive parallels Oakwood Park. This road has 37 feet of asphalt width which is excessively wide. There is a 3-foot attached sidewalk abutting the park. The road could be narrowed to 30 feet of asphalt and the existing 3 foot sidewalk, widened to 10 feet to provide a trail for the neighborhood.</p> <p style="text-align: center;">8 of 14</p>	<p><b>Response to Comment #14-45:</b> Information was included in Section 4.6, Environmental Justice, about temporary impacts to transit facilities as a result of construction activities. While these impacts would affect all populations, there would be additional impacts to traditional transit users who rely on the public transportation network. However, these impacts would not result in a disproportionate impact.</p> <p><b>Response to Comment #14-46:</b> Change made as requested.</p> <p><b>Response to Comment #14-47:</b> Change made as requested.</p> <p><b>Response to Comment #14-48:</b> The Combined Alternative Package (Preferred Alternative) would not have impacts to Oakwood Park. If Package 2 is selected, there will be additional analysis to identify potential impacts and mitigation.</p> <p><b>Response to Comment #14-49:</b> The Combined Alternative Package (Preferred Alternative) would not have impacts to the Oakwood Park. If Package 2 is selected, there will be additional analysis to identify potential impacts and mitigation. Also see response to Comment #14-21.</p>

Commenter	Comment	Response to Comment
<p>Comment #14-49 (cont.)</p>	<p>Building a berm would either eliminate the need for a sound wall or would reduce its height. The area between the US 36 right of way and the top of the berm or berm-wall could be landscaped to dramatically soften and improve the stark, cold appearance of a sound wall placed close to travel lanes.</p> <p>As is quite evident, the existing sound walls are favorite targets for graffiti. Eliminating the walls would eliminate the "canvas" for the graffiti. Even if a wall was needed on top of the berm, the area between US 36 and the sound wall could be heavily planted with evergreens to hide the walls from view for US 36, thus reducing their desirability for graffiti.</p> <p>Westminster Staff continues to request that a berm be constructed along the north side of US 36. Staff has also proposed replacing the sound wall abutting City open space along US 36 south of 80<sup>th</sup> Avenue with a berm to be built on open space property. There is ample land in this area to build a berm 15-20-feet in height.</p> <p>41) Table 7.4 – 3 on Page 7.4 - 8 - Mentions a proposed linear park to be "created with the remaining part of Oakwood Park and connect it to Rotary Park include such amenities as trails and picnic tables. A multi-use trail would be created through Oakwood Park and Rotary Park to provide street access to the Westminster Center Park-N-Ride. The trail will also provide users access to cross 80<sup>th</sup> Avenue to connect to the US 36 trail bikeway. On-street improvements will not be part of this mitigation."</p> <p>The City strongly supports the construction of an 8-10 foot wide concrete trail parallel to US 36 from 80<sup>th</sup> Avenue to the Westminster Center Park-N-Ride but does not support an on-street trail connection to the Park-N-Ride.</p> <p>Rather, the trail should be located within the remnants of the single-family residential property purchased for the US 36 widening north to the edge of the Sheridan Business Park. From that point north to the Park-N-Ride the trail should be built directly abutting the US 36 right of way on the west edge of the business park.</p> <p>Having a direct trail access to the park-n-ride would enhance usage from business park employees/visitors as well as residents of the neighborhood to the east. The trail would also serve as a recreational amenity for the neighborhood and business park.</p> <p>Also, on this table, it states that "disturbed areas will be reseeded with native grasses and trees will be replaced at a 1:1 ratio where conditions allow." Disturbed areas may not be appropriate for native grasses if it is within a park or trail area or in an area where a more manicured look is desired.</p> <p style="text-align: center;">9 of 14</p>	<p><b>Response to Comment #14-50:</b> The Combined Alternative Package (Preferred Alternative) would not have ROW impacts in this area. Therefore, no mitigation in the form of a trail is included. The US 36 bikeway is located on the south side of US 36 in this area. See the bikeway description in Section 2.6 for more detail.</p> <p><b>Response to Comment #14-51:</b> CDOT will coordinate with Westminster Parks and Recreation representatives during final design on landscape and aesthetic issues.</p>
<p>Comment #14-51</p>		

Commenter	Comment	Response to Comment
<p>Comment #14-51 (cont.)</p>     	<p>Regarding the destruction of trees, Westminster's Landscape Code requires that trees that are destroyed be replaced in accordance with the following provision:</p> <p>"Any tree removed shall be replaced on a 2:1 caliper-inch ratio. For example, five 2 1/2-inch caliper trees and one 3 1/2-inch caliper tree (16 caliper inches in total) would replace one 8-inch caliper tree (8 caliper inches). Special circumstances may be considered in the total number of trees required for replacement, and off-site planting may be considered in some instances."</p> <p>42) Page 7.4 - 10 - This page discusses issues related to the impact of highway widening on Rotary Park. Table 7.4-4 regarding mitigation measures makes no mention of the impacts of the reduction of storm water storage capacity in the Rotary Park detention pond. Reduction in storage volume could increase downstream flood and may need to be mitigated.</p> <p>43) Pages 7.4 - 11 and 7.4 - 12 - Describes the proposed impacts of US 36 widening on the Big Dry Creek Trail/US 36 underpass per page 7.4-11, the current undercrossing is about 100 feet in width and will be lengthened by about 50 feet on both sides or a total of 100 feet. On Page 7.4-12 there is a statement that "this slight change will not significantly diminish the overall aesthetic quality of the trail." This is not accurate. A doubling of the length of the tunnel will greatly reduce the amount of light entering the tunnel to the detriment of trail users since the tunnel is currently unlit.</p> <p>Also on pages 7.4 - 12, the proposal is to totally close down the trail during construction and not provide a viable detour.</p> <p>This is unacceptable to Westminster since the Big Dry Creek trail is the City's main trail which extends 11 miles across Westminster. The trail should not close except for brief periods of time as needed for construction.</p> <p>In those circumstances where closure is necessary, a detour should be provided. The suggested detour would use 104<sup>th</sup> Avenue west of Big Dry Creek to the west side of US 36. Then a new trail (the planned US 36 trail) would connect from the west side of US 36 at Church Ranch Boulevard south to the Big Dry Creek trail just west of US 36. This new trail segment needs to be completed prior to any closures of the Big Dry Creek trail at US 36.</p> <p>44) Page 7.4 - 21 and 7.4 - 22 - Between 2,330 feet and 2,210 feet of the Allen Ditch are proposed to be piped. Exactly where and how the ditch is to be piped is unclear. The canal supports a wooded environment on the west side of Westminster Hills School and is a wonderful wooded amenity to the historic Bradburn Boulevard area.</p> <p>There is no explanation of why piping is needed. The presumption is to save project money. The City opposes piping the Allen Ditch except to the minimum</p> <p style="text-align: right;">10 of 14</p>	<p><b>Response to Comment #14-52:</b> Under the Preferred Alternative, no impacts to Rotary Park are anticipated. If Package 2 is selected, the need for storm drainage and water quality facilities will be identified during final design.</p> <p><b>Response to Comment #14-53:</b> CDOT will continue to coordinate with Westminster Parks and Recreation representatives through final design to identify a safe and convenient detour for the Big Dry Creek Trail. However, in the event that a safe alternative can not be identified, temporary closure may become necessary. Every measure will be taken to minimize harm to this resource.</p> <p><b>Response to Comment #14-54:</b> Under all build packages, the Allen Ditch would flow through culverts in the locations where it flows under the widened US 36. The ditch would also be placed in culverts adjacent to the Westminster Center transit station due to changes at the interchange and transit station under all build packages. The portion of the ditch near Westminster Hills Park and in the vicinity of Bradburn Boulevard would not be affected outside of the culvert extensions needed to convey the ditch under the widened highway.</p>

Commenter	Comment	Response to Comment
<p>Comment #14-54 (cont.)</p> 	<p>extent necessary, where it currently crosses under US 36 in two places and as needed to accommodate the sound berms the City is proposing along the north side of US 36.</p>	
<p>Comment #14-55</p> 	<p>45) Table 7.4 - 5 on page 7.4 - 13 – The City strongly supports the recommendation to add lighting, railings, and increasing the base height of the trail. The latter improvement would eliminate the existing flooding which frequently covers the trail underpass in mud.</p>	<p><b>Response to Comment #14-55:</b> Comment noted.</p>
<p>Comment #14-56</p> 	<p>46) Page 7.4 - 37 – The mitigation measures for Westminister Hills Park propose replacement of the existing sound wall. The City would prefer the construction of a 15-foot tall landscaped berm in lieu of a wall or with a shorter wall on a berm.</p>	<p><b>Response to Comment #14-56:</b> See response to Comment #14-21.</p>
<p>Comment #14-57</p> 	<p>47) Page 4.3 - 11 – The discussion of the impacts near the Federal Boulevard interchange discusses closure of Turnpike Drive by the Westminister Municipal Court building. The adverse impacts of this need to be mitigated by:</p> <ul style="list-style-type: none"> <li>a. Upgrading the access drive on the west side of the City Court building to City street standards between 76<sup>th</sup> Avenue and Turnpike Drive.</li> <li>b. Re-aligning Turnpike Drive at 75<sup>th</sup> Avenue to intersect with Federal Boulevard at the existing signalized intersection.</li> <li>c. Repaving Grove Street between Turnpike Drive and 76<sup>th</sup> Avenue to be able to handle the increased traffic.</li> </ul>	<p><b>Response to Comment #14-57:</b> The Combined Alternative Package (Preferred Alternative) does not propose the closure of Turnpike Drive at this location. If Package 2 or Package 4 is ultimately selected, there will be additional consideration to the mitigation measures proposed.</p>
<p>Comment #14-58</p> 	<p><b>Highway Noise Analysis Report</b></p> <p>48) Page 3 of the Noise Analysis Report states that CDOT's guidelines require an "absolute noise reduction of at least 5dBA at front row receiver, and a "desired" substantial reduction of 10dBA at front row receptors." It does not appear that the noise walls at the locations and heights proposed are meeting the 10dBA reduction.</p>	<p><b>Response to Comment #14-58:</b> Although a 10 dBA reduction in noise levels is desired, the proposed mitigation measures must at least reduce noise levels by 5 dBA. In addition, the sound walls must meet the reasonableness criteria as outlined in the Methodology subsection of Section 4.13, Noise.</p>
<p>Comment #14-59</p> 	<p>49) Page 5 of the Noise Analysis Report – the noise readings from Madison Hill and Westcliff Apartments are lower than those reported on Table 4.13 - A on Page 4.13 - 4 which is confusing. The noise measurements should be taken during the morning or evening rush hours when the noise levels would be at their highest (versus 1 p.m. for Madison Hill and Westcliff Apartments).</p>	<p><b>Response to Comment #14-59:</b> The noise analysis measurements were collected continuously for approximately 1 week at each of the 20 sites to get a representative evaluation of the background noise levels. The measured loudest noise levels at each site are listed in Table 4.13-1, Summary of Existing Highway Noise Level Measurements. These measurements should provide a worst-case scenario for background noise levels.</p>
<p>Comment #14-60</p> 	<p>50) Page 8 of the Noise Analysis Report shows projected noise on site R67 open space as 76dBA which is quite high. This is the location of the Hyland Village residential project which is now under construction and for which a sound wall and/or berm is not but should be recommended by the DEIS. There is a noise reading from this site (R66).</p> <p style="text-align: right;">11 of 14</p>	<p><b>Response to Comment #14-60:</b> See Response to Comment #14-34.</p>


Commenter	Comment	Response to Comment
<p>Comment #14-61</p> 	<p>51) Page 10 of the Noise Abatement Report. The map on this page needs to also show the Hyland Village project and a proposed sound wall abutting that project.</p>	<p><b>Response to Comment #14-61:</b> See Response to Comment #14-34.</p>
<p>Comment #14-62</p> 	<p>52) Page 15 of the Noise Analysis Report contains the statement "earthen berms require a substantial amount of undeveloped land between the highway and homes which does not exist at any of the impacted sites along the corridor." That is not correct. There is room for berms abutting the north (east) side of US 36 between the Sheridan Business Park and south of 80<sup>th</sup> Avenue on City Park and open space land and on remnant parcels remaining from single family homes to be purchased for right of way. There appears to be about 60 feet of space beyond the right of way on which to build a berm. At a 4:1 slope, a 7 1/2 foot tall berm could be built. If needed, a masonry wall could be built on top.</p>	<p><b>Response to Comment #14-62:</b> As part of the Combined Alternative Package (Preferred Alternative), property acquisitions along the corridor have been reduced; therefore, not as many remnant parcels will exist. Please see response to Comment #14-21 for additional information.</p>
<p>Comment #14-63</p> 	<p>53) Page 14 of the Noise Analysis Report. The table needs to include the Hyland Village site.</p>	<p><b>Response to Comment #14-63:</b> See Response to Comment #14-34.</p>
<p>Comment #14-64</p> 	<p>54) Page 15 of Noise Analysis Report – under "Replacement Noise Mitigation Wall for Westcliff Apartments states "for the Toll Alternative only (Package 2) the existing noise wall in front of the Westcliff Apartments needs to be removed and replaced. The existing wall is approximately 10 feet tall and is expected that the replacement wall will need to be of a similar height".</p> <p>This is unacceptable to the City based on the current high amount of sound at this location. Apparently, a taller wall needs to be built for both P2 or P4. Also, Hyland Village needs to be on this list with a recommendation for a sound wall or berm.</p> <p>Also, on this page under "Replacement Noise Mitigation from Broadway to Sheridan," it states that where new walls replace existing walls, per CDOT Noise Guidelines, "these noise walls will need to be replaced with a new barrier that is predicted to provide at least 5dBA (and preferably 10dBA) of noise reduction to the residents located directly behind it. The existing walls are typically 15 feet tall, and it is expected that these will be replaced with a barrier of similar height."</p> <p>In order to achieve sound level reductions of 5 to 10 dBA it will be necessary to replace the existing fences with taller fences.</p>	<p><b>Response to Comment #14-64:</b> The noise impacts were reevaluated for the Combined Alternative Package (Preferred Alternative). Also see Response to Comment #14-33.</p>
<p>Comment #14-65</p> 	<p>55) Site R-66 in the Noise Analysis report Figure C-5 is listed as open space which is not accurate. This is the site of the Hyland Village development project.</p>	<p><b>Response to Comment #14-65:</b> See Response to Comment #14-34.</p>
<p>Comment #14-66</p> 	<p>56) On Figure C-5 of the Noise Analysis report, the proposed Westcliff Apartment sound wall needs to extend further to the south to Westcliff Parkway to "seal" US 36 noise from the apartment project.</p> <p style="text-align: right;">12 of 14</p>	<p><b>Response to Comment #14-66:</b> At this time only the general location of noise walls has been evaluated, and 100 percent engineering on the noise walls has not been completed; therefore, the location of the walls, relative to Westcliff Apartments, has not been finalized and cross-sections have not been provided. This information will be finalized as part of final design.</p>


Commenter	Comment	Response to Comment
<p>Comment #14-67</p>	<p><b>Other Comments</b></p> <p>57) The DEIS makes several references to the existing US 36 sound walls being 15 feet tall. That is not the case in Westminster. Here are the heights at various locations:</p> <ul style="list-style-type: none"> <li>a. Oakwood Park – north side of US 36 at about Oakwood Drive and Clemson Lane – 12 foot tall wooden fence.</li> <li>b. North side of US 36 just north of 80<sup>th</sup> Avenue – 8 foot tall wooden fence.</li> <li>c. North side of US 36 just west of Lowell Boulevard – 10 foot tall wooden fence.</li> <li>d. South side of US 36 at Turnpike Drive and Irving Street – 9 foot tall masonry wall.</li> <li>e. South side of US 36 at Turnpike Drive and Hooker Street – 4.5 to 5 foot tall masonry wall.</li> <li>f. South side of US 36 at Zuni Street – 12 foot tall masonry wall.</li> <li>g. South side of US 36 at Turnpike Drive between Lowell Boulevard and Bradburn Boulevard – 8 foot wooden fence.</li> <li>h. South side of US 36 in Westminster Hills Park, north of 80<sup>th</sup> Avenue – 12 foot tall wooden fence.</li> <li>i. South side of US 36 at Tennyson Street (Westminster Hills Subdivision) – 12 foot tall wooden fence.</li> </ul> <p>58) The DEIS makes no mention of the existing trail and greenbelt area located on the west (south) side of US 36 between Bradburn Boulevard and Lowell Boulevard. There is an existing 8 foot concrete trail in this area that needs to be preserved or rebuilt. This trail connects to the Westminster Hills Park via an underpass under 80<sup>th</sup> Avenue. The DEIS shows 80<sup>th</sup> Avenue being realigned in this area over US 36. The City strongly desires for the existing underpass be retained or rebuilt in roughly the same location to provide residents south of 80<sup>th</sup> Avenue and US 36 access to the park.</p> <p>59) No details were provided on the design of the new 80<sup>th</sup> Avenue bridge over US 36. The new bridge should incorporate 10 foot wide attached sidewalks on both sides of the 80<sup>th</sup> Avenue bridge over US 36.</p> <p>60) The DEIS concludes that the proposed acquisition from Westminster Hills Park is “de minimis.” The City disagrees. The proposed acquisition equates to a significant percent of a very small park. The project should mitigate for this loss, at a minimum, the value of the land being acquired and the cost to develop an equivalent amount of park land elsewhere in the area.</p> <p style="text-align: right;">13 of 14</p>	<p><b>Response to Comment #14-67:</b>                      Comment noted. Whether the sound walls are new or are replacing existing walls, they would be designed to reduce to a height that would reduce noise levels by at least 5 dBA and where feasible 10 dBA. That height will vary depending on specifics for each location. Also see response to Comment #14-33.</p> <p><b>Response to Comment #14-68:</b>                      As part of the Combined Alternative Package (Preferred Alternative) the existing section of trail between Bradburn Boulevard and Lowell Boulevard will be replaced where impacted. However, this section of trail is not part of the US 36 bikeway. The bikeway heads south on street at Bradburn Boulevard. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume, and the detailed bikeway descriptions in Section 2.6.</p> <p>Existing access to Westminster Hills Park at 80<sup>th</sup> Avenue via an underpass would be retained. The underpass would either remain as is or be replaced if needed.</p> <p><b>Response to Comment #14-69:</b>                      The 80<sup>th</sup> Avenue bridge is now part of a separate study and is considered part of the No Action. See description of Package 1 in Section 2.6.</p> <p><b>Response to Comment #14-70:</b>                      The 4(f) Section of the FEIS documents that impacts to the Westminster Hills Park would be considered a direct use. Proposed mitigation measures are included in the 4(f) section and would be finalized through consultation with the city of Westminster.</p>
<p>Comment #14-68</p>		
<p>Comment #14-69</p>		
<p>Comment #14-70</p>		


Commenter	Comment	Response to Comment
<p>Comment #14-71</p> <p>Comment #14-72</p>	<p>61) It does not appear that all of the correspondence sent to the project team by City of Westminster officials are contained in the appendix. Letters not included in Appendix B include the following:</p> <ul style="list-style-type: none"> <li>a. 7-6-04 letter to US 36 EIS Consulting Team Members from Mayor Nancy McNally.</li> <li>b. 5-12-05 letter to Rick Pilgrim, URS, from Steve Smithers, Assistant City Manager.</li> <li>c. 1-18-07 letter to Rick Pilgrim, URS, from John Carpenter, Community Development Director.</li> </ul> <p>62) The DEIS makes no mention of two documents used as management plans for the Big Dry Creek Open Space and Walnut Creek Open Space: The Big Dry Creek Corridor Preliminary Biological Characterization Vegetation, Wildlife and Soil Report and the Walnut Creek Corridor Biological Evaluation, Vegetation, Wildlife and Soils Report should be referred in the DEIS.</p> <p style="text-align: right;">14 of 14</p>	<p><b>Response to Comment #14-71:</b> The three noted letters have been added to Appendix B, Consultation and Coordination.</p> <p><b>Response to Comment #14-72:</b> The city of Westminster was consulted regarding open space management in the development of the EIS. The <i>Westminster Comprehensive Land Use Plan</i> (adopted June 28, 2004) was provided by the city as a resource for analysis of open space management, and includes discussions on drainageways, floodplains, wetlands, and soils. Coordination with the city of Westminster regarding open space management will continue through final design.</p>








Commenter	Comment	Response to Comment
	<p>Adams County's Official Comments on the US 36 Corridor DEIS, Page 2</p> <p>Adams County looks forward to continuing its active participation in the US 36 NEPA process. Should you have any questions, please do not hesitate to contact the Board or Jeanne Shreve, Adams County transportation coordinator.</p> <p>Sincerely,                        Ailee J. Nichol                      Vice Chairman</p> <p>c: Rob Coney, Director, Planning and Development                      Lee Asay, Director, Public Works                      Besharah Najjar, Engineering Manager, Engineering - Public Works                      Abel Montoya, Manager, Planning and Development                      Jeanne M. Shreve, Transportation Coordinator, Planning and Development                      Scott Tempel, Senior Long Range Planner, Planning and Development                      Eric Weiss, Drainage Supervisor, Engineering - Public Works                      John Wolken, Right of Way Manager, Engineering - Public Works</p>	


Commenter	Comment	Response to Comment
<p>Commenter</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p>Adams County's Significant Impacts and Environmental Concerns: .....1  Right-of-Way Impacts.....1  Land Use, Economic, Social, and Environmental Justice Impacts.....2  Broadway Access from Southbound I-25/Westbound I-270.....4  Issues with Utilities.....6  Loss of a Continuous Multi-Use Path to Broadway.....9  Purpose and Need Discussion.....10  Adams County's Proposed Variation to the Build Packages.....11  Summary of Additional Information and Analysis Requested.....17  General Comments: .....18</p> <p><b>Adams County's Significant Impacts and Environmental Concerns:</b></p> <p><b>Right-of-Way Impacts</b></p> <p><b>Adams County has the greatest right-of-way impacts along the corridor, with approximately 171 residential and 58 businesses being displaced.</b></p> <p>Section 4.6-22 states that "Some homes which previously had views of back yards or other homes may lose these views because of property acquisitions, and will be in closer proximity to the highway and sound walls." It is a great concern that county residents not relocated due to the project, but experiencing a partial taking will be left much worse off than today. Any attempts to replace residents' back yards with a highway or sound wall will be met with stiff resistance from Adams County. The State must make every effort to ensure that small, undesirable properties are not created. Entire properties should be purchased and the remainders not used for transportation should be left as landscaped open space and/or the continuation of the multi-use path to Broadway on the south side of the project.</p> <p>While it is true that the constrained nature of the affected area dictates the need for taking so many properties, it should also be recognized that the extraordinary nature of this project necessitates extraordinary mitigation measures. The State of Colorado needs to work with Adams County to address property acquisition and relocation as quickly and efficiently as possible.</p> <p style="text-align: right;">Page 1 of 20</p>	<p><b>Response to Comment #15-2:</b></p> <p>With the Combined Alternative Package (Preferred Alternative) ROW and property impacts have been reduced. Locations of properties that would be acquired are shown on the corridor maps in Appendix A, Corridor Reference Maps. Additional information is provided in Section 4.4, Right-of-Way and Relocations. If acquisitions of residential properties results in shorter back yards or other detriments so that the value of the remaining property is damaged in the after condition, and a certified real estate appraiser and review appraiser conclude that such damages can be supported by market evidence, the amount of damages must be included in the offers made to the landowners. In circumstances where CDOT determines that these damages are significant enough to be uneconomic to the landowner, CDOT has an obligation under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 to offer to purchase the entire ownership and provide relocation assistance to the displaced occupants. This is a key provision of the Act designed to address the very concerns raised in this comment.</p>


Commenter	Comment	Response to Comment
<p>Comment #15-3</p> <p>Comment #15-4</p> <p>Comment #15-5</p> <p>Comment #15-6</p> <p>Comment #15-7</p> <p>Comment #15-8</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p>Furthermore, right-of-way requirements for the addition of new and the upgrade of existing storm drainage/water quality structures is not addressed. There is little undeveloped land in the Adams/Denver segment and this impact will likely be more extensive than depicted in the DEIS.</p> <p>Existing property boundary lines should be added to additional map exhibits and the package maps in order to properly evaluate the impacts due to right-of way acquisition.</p> <p>Property acquisition for storm drainage and water quality facilities may provide an opportunity to mitigate some of the loss of open space and parkland resources due to this project.</p> <p><b>Land Use, Economic, Social, and Environmental Justice Impacts</b></p> <p>The DEIS underestimates the Adams County environmental impacts associated with the project. For instance, many residents along the corridor, who may potentially be displaced, have been in their neighborhoods for more than 40 years. It is not only the physical displacement of the properties that is disturbing to Adams County and its citizens, but the loss of long established neighborhoods with a character and a quality of life that will be forever lost if they are made to relocate. These historic neighborhoods should be preserved, not displaced.</p> <p>Adams County has been undertaking neighborhood planning efforts in the Perle Mack (Valley View) neighborhood surrounding the unincorporated segment of the project and has received many questions and complaints about the project. Many of the affected residents are elderly and are already experiencing difficulties due to the uncertainty of the project timeline. These residents need accurate and timely information. There is a high concentration of minority and low-income persons in the area. These residents may not be able to find comparable rental housing nearby if displaced. The specter of this project is already having a chilling effect on sales and prices of homes in the corridor. The residents need immediate relief in the form of an accelerated property purchasing program, or a bridge program that would allow residents to be bought out now and have the properties rented back in the interim.</p> <p>It is also not realistic to expect these populations to relocate in a nearby neighborhood or to "shift to higher-density development surrounding stations where mixed-use, TOD is planned" for two reasons. One, many of the affected residents are elderly and expect their next move to be to assisted living, not another residence. Two, there are no Transit Oriented Developments planned in this area because there is no BRT stop and the area has long since been built out.</p> <p style="text-align: right;">Page 2 of 20</p>	<p><b>Response to Comment #15-3:</b> Water quality capture volumes for the entire project have been accounted for in the design of water quality treatment facilities for the Combined Alternative. There are several locations where additional properties would be required to meet water quality standards, and the required land area has been accounted for in the analysis of ROW impacts in Section 4.4.</p> <p><b>Response to Comment #15-4:</b> Locations of properties that would be acquired with the Combined Alternative Package (Preferred Alternative) are shown on the corridor maps in Appendix A.</p> <p><b>Response to Comment #15-5:</b> Comment noted.</p> <p><b>Response to Comment #15-6:</b> Comment noted. The neighborhoods in unincorporated Adams County that are impacted and more than 40 years old were evaluated by professional historians to determine whether they are eligible as historic districts to the NHRP under 36 CFR 800 (Section 106 Regulations). The FHWA determined these neighborhoods did not meet the criteria of the National Register and the SHPO concurred. See updated Section 2.7, Resolution of Issues, for a more detailed description.</p> <p>ROW impacts in this area have been reduced as a result of the Combined Alternative Package (Preferred Alternative) therefore minimizing impacts to the loss of established neighborhoods. See Section 4.5, Social Impacts and Community Facilities, for more information.</p>

Commenter	Comment	Response to Comment
<p>Commenter</p> <p>Comment #15-8 (cont.)</p> <p>Comment #15-9</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p>Furthermore, many businesses may be displaced by the proposed highway expansion. These businesses likely employ the citizens in this area. According to the research presented, Adams County will lose the most businesses and or jobs and will also have the lowest annual increase in employment.</p> <p>Future retail and commercial development in the project area will be significantly curtailed by the implementation of the project as proposed. The proposed improvements may increase overall mobility, but will significantly change the existing and future travel patterns in the neighborhoods and negatively impact present and future commercial development opportunities. This point is made clear in a subsequent paragraph of the report, further underscoring the validity of this argument.</p> <p><i>"Both build packages are generally consistent with these goals. Given that this part of the county is predominantly developed, the highway improvement project would not change the overall land use plans for this segment. However, the acquisition of ROW to widen the highway would include existing residential and commercial property. Additionally, the change in access to Broadway from US 36, I-25, and I-270 in Packages 2 and 4 would alter existing travel patterns for users and may not improve access to commercial areas."</i></p> <p>The DEIS states "there are no proposed BRT stations in the Adams Segment, and therefore, no induced land use changes are anticipated". Doesn't a decrease in access resulting in decreased commercial and industrial activity constitute induced land use change, albeit negative?</p> <p>Section 4.3-10 also states, "The lack of mobility improvements to the US 36 highway and associated transit improvements, as well as the absence of upgraded access at interchanges and arterial connections, would result in diminished development rates and possible permanent deferral of development plans." Again, it is exactly this absence of access that Adams County wishes to avoid by continuing to provide access to Broadway. The report is internally inconsistent between Sections 4.2, and 4.3.</p> <p>Section 4.5-15 goes on to say "At Broadway, the elimination of access from southbound I-25 and from westbound US 36/I-270 would require travelers to use alternate routes at 84th Avenue from southbound I-25, at 70th Avenue from northbound I-25, and at York Street to 72nd Avenue/70th Avenue from westbound I-270. The more circuitous routing could diminish patronage of businesses along Broadway at US 36." This language, while true, minimizes the severe impact of the elimination of the Broadway access and rerouting traffic through a residential neighborhood. This impact is even more critical given the low socio-economic character of the neighborhood. This fact is weakly</p> <p style="text-align: right;">Page 3 of 20</p>	<p><b>Response to Comment #15-7:</b></p> <p>The number of property acquisitions has been greatly reduced with the Combined Alternative Package (Preferred Alternative), especially in low-income and minority communities in the Adams Segment. CDOT cannot accelerate the property acquisition process until a decision document (i.e., Record of Decision [ROD]) is complete.</p> <p>CDOT will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to ensure fair and equitable treatment of property owners.</p> <p><b>Response to Comment #15-8:</b></p> <p>Comment noted. The Combined Alternative significantly reduces the number of residential and business displacements, both within the corridor as a whole, and within the Adams Segment specifically.</p> <p>Only eight businesses are now anticipated to be displaced in the Adams Segment. Also see response to Comment #15-6 and Comment #15-7.</p> <p><b>Response to Comment #15-9:</b></p> <p>A discussion has been added to Section 4.2, Land Use, and Section 4.3, Economic Considerations, to provide more information about the impacts to the commercial land uses on Broadway as requested. The elimination of access from southbound I-25 and westbound US 36/I-270 would likely create impacts to both businesses and commercial land use on Broadway, and the text has been revised to discuss this in more detail. Development potential would be expected to remain similar to current conditions in other areas of the Adams Segment. Access to other areas and land uses within the Adams Segment would not be lessened, and land uses would not be expected to be affected beyond the direct impacts to parcels immediately adjacent to US 36.</p> <p>This comment quotes text from page 4.3-10 of the DEIS. This quote is an excerpt from the discussion of Package 1 (the No Action Alternative) and is not a statement of impacts related to the build packages. Although the build packages would reduce access at Broadway, other interchanges within the Adams Segment would receive improvements and would continue to promote mobility within the segment.</p> <p>The text in Section 4.5, Social Impacts and Community Facilities, has been revised to state that the closure of the southbound I-25 and westbound US 36/I-270 access to Broadway would be an</p>


Commenter	Comment	Response to Comment
<p>Comment #15-9 (cont.)</p> <p>Comment #15-10</p> <p>Comment #15-11</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b> Submitted September 17, 2007</p> <p>acknowledged in Section 4.6-25 where it states: "However, neighborhood travelers that would otherwise have used this ramp to access businesses and residences along Broadway would have to use other routes. This would present an inconvenience to local residents and could represent an adverse impact to low-income households and minority populations in the Adams Segment." The truth is eliminating access will represent significant direct impacts on low-income households and the mitigation measures outlined in the DEIS are insufficient to address them.</p> <p>The DEIS becomes patently false and internally inconsistent in Section 4.6-26 in stating:</p> <p><i>"Transit alternatives would also contribute to relief of street congestion and would impact communities where there are low-income households and minority populations as well as the overall corridor. Low-income and minority neighborhoods would not experience different neighborhood traffic impacts than other corridor neighborhoods. Redistribution of traffic into neighborhoods is not anticipated to occur in the US 36 Corridor."</i></p> <p>This language needs to be removed and replaced with language reflecting the significant Land Use, Economic, Social, and Environmental Justice impacts to unincorporated Adams County.</p> <p><b>Broadway Access from Southbound I-25/Westbound I-270</b></p> <p>The significance of eliminating the access to Broadway, including direct, indirect and cumulative impacts to local streets and neighborhoods has been underestimated.</p> <p>Adams County Planning and Development in conjunction with Adams County Economic Development has conducted multiple outreach efforts to the communities in and around the US 36 Corridor. One of the most common and significant issues raised by the business community in this area is the lack of or difficulty of access to the major employment and commerce center that is the North Broadway and Washington area. Closure of this access will surely result in the failure or relocation of many commercial and industrial enterprises in the area. The current configuration of this access is less than optimal, with southbound I-25 traffic having to negotiate a signalized intersection, but closure of the access would be disastrous.</p> <p>Furthermore, the suggested access to Broadway from southbound I-25 via 84th Avenue is unacceptable. (Not 88th Avenue as stated on pages 2.5-13 and 2.5-24.) Expecting the commercial traffic serving the North Broadway/Washington area to utilize Conifer Street or Greenwood Boulevard is unfair to both the commercial drivers and the residents of the neighborhood. Winding</p> <p style="text-align: right;">Page 4 of 20</p>	<p>inconvenience to residents who currently use that access and who would need to use 84<sup>th</sup> Avenue, Pecos Street, or 70<sup>th</sup> Avenue instead. However, traffic accessing the commercial area at Broadway would not be re-routed through residential neighborhoods on Conifer Street or Greenwood Boulevard. Rather traffic would be directed to 84<sup>th</sup> Avenue, Pecos Street, and 70<sup>th</sup> Avenue when traveling from southbound I-25, and to York Street and 70<sup>th</sup> Avenue or Pecos Street and 70<sup>th</sup> Avenue when traveling from westbound US 36/I-270. Traffic would not be expected to increase on Conifer Street, Greenwood Boulevard, or other neighborhood streets as a result of the access changes at Broadway.</p> <p>CDOT understands Adams County's concerns about the impacts that could result from the access changes at Broadway. As noted above, text has been added to Sections 4.2, 4.3, and 4.5 to discuss in more detail the impacts to businesses and commercial land use on Broadway near US 36. However, CDOT does not feel that the changes in access at Broadway would result in substantial impacts to adjacent residential areas or in impacts to land use or development potential in other areas of the Adams Segment.</p> <p><b>Response to Comment #15-10:</b></p> <p>The addition of capacity to US 36 can be reasonably expected to result in some traffic that currently uses local streets and arterials to transfer to US 36. A faster trip on US 36 would result in less traffic in neighborhoods, not more.</p> <p><b>Response to Comment #15-11:</b></p> <p>The I-25/Broadway interchange is depicted in the FEIS as system-to-system ramps from southbound I-25 to westbound US 36. This would eliminate the existing ramp from southbound I-25 and the westbound US 36 off-ramp to Broadway that currently exists. The possibility of retaining some or all of this access may be considered as part of a separate Interstate Access Request.</p>


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<p>Comment #15-11 (cont.)</p> <p>Comment #15-12</p> <p>Comment #15-13</p> <p>Comment #15-14</p>	<div style="text-align: center;">  <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> </div> <p>residential streets on a hill is not the proper route for truck traffic. In addition, the non-standard horizontal and vertical alignment and the super-elevation of the streets make adding more traffic a safety hazard. These impacts seem to be completely ignored in the DEIS.</p> <p>Given the information in the two paragraphs above, the following excerpt from Section 4.2-9 of the DEIS appears to be false when applied to this area of unincorporated Adams County.</p> <p><i>“Compatibility with Existing and Future Land Use Plans</i></p> <p><i>The proposed packages were evaluated in relation to compatibility and conformance with future land use plans. The proposed packages are generally compatible with existing and future land use plans in the project area. Future retail and commercial development in the project area would likely occur with or without the proposed improvements. The commercial development pattern has been established by the existing US 36 corridor and interchange locations. The proposed improvements would increase mobility but would not substantially change the existing travel pattern; therefore, the improvements would not substantially impact future commercial development opportunities.</i></p> <p>With the relocation of the car dealerships there should be sufficient room to redesign the roadway to provide continuous access to westbound US 36 and access to Broadway.</p> <p>An alternative design modification for the southbound I-25 access to westbound US 36 should be to include a local slip ramp off of southbound I-25 to align with Greenwood Boulevard that will continue to provide local access to residents and businesses, including the RTD’s Broadway Park &amp; Ride.</p> <p>A comprehensive analysis to determine the human, traffic and other environmental impacts to the local street network and neighborhoods should be required for both southbound I-25 to Broadway (if the alternative design modification is not immediately incorporated into the design process) and westbound I-270.</p> <p>The analysis, at a minimum, should include the primary collector and arterial roads the build packages propose as the alternate travel routes. This exercise should fully discuss impacts to residential neighborhoods and businesses, as well as the impacts to the local street system due to the out-of-direction travel patterns proposed. The analysis should conclude with a discussion about</p> <p style="text-align: right;">Page 5 of 20</p>	<p><b>Response to Comment #15-12:</b></p> <p>This comment quotes the introductory paragraph from the section on Compatibility with Existing and Future Land Use Plans, from page 4.2-9 of the DEIS. This introductory paragraph discusses overall compatibility of the build packages with land use plans in the US 36 corridor. This text is a valid summary of the land use compatibility analysis conducted for the build packages: on a corridor-wide basis, the build packages are generally compatible with existing and future land use plans.</p> <p>The elimination of a portion of the access to Broadway may result in localized land use impacts in that area, and this is discussed under the Adams County Comprehensive Plan later in Section 4.2, and again under the individual build package analyses. Although localized land use impacts would be expected in this area, the build packages are considered to be compatible with land use planning at the corridor-wide level.</p> <p><b>Response to Comment #15-13:</b></p> <p>See response to Comment #15-11. Mitigation will include further study and this has been added to Table 4.26-1, Mitigation Summary.</p> <p><b>Response to Comment #15-14:</b></p> <p>See response to Comment #15-11.</p>


Commenter	Comment	Response to Comment
<p>Comment #15-14 (cont.)</p> <p>Comment #15-15</p> <p>Comment #15-16</p> <p>Comment #15-17</p>	 <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b> Submitted September 17, 2007</p> <p>the improvements that will be needed to the local street network to accommodate the increased traffic on the street network, and for neighborhoods and businesses to accommodate the impacts associated with the project's proposed rerouting of traffic.</p> <p><b>Issues with Utilities</b> In Section 4.17 for Hazardous Materials, care should be taken during design to minimize the removal of soil over landfill material and environmental barriers that are used to contain landfill contamination. Adams County recommends that measures be implemented during the design phase to mitigate the possibility of chemical spills from construction and auto accidents reaching Clear Creek.</p> <p>Question -- Will any landfill water quality monitoring wells that currently exist need to be mitigated?</p> <p><b>Table 4.18-1</b> Flood control and water quality facilities at Bronco Pond (near Greenwood Boulevard and Bronco Road) and at Rotary Park in the Shaw Heights neighborhood will be significantly and negatively impacted by this project. Reconstruction and/or relocation of these facilities will need to be addressed in the FEIS.</p> <p>Additionally, <b>the storm sewer systems along the north side of US-36 from Zuni Street to Pecos Street are shared between Adams County and CDDT.</b> Both build options will result in impacts to this system and mitigation will have to address water quality and ensure enough capacity and flood control to convey the future condition flows in accordance with UD&amp;FCD and Adams County criteria. It should be noted that the storm sewers that carry the flow from the intersection of US 36 and Pecos Street to the Kalcevic Gulch system are currently undersized and will need to be replaced in order to have the capacity necessary to carry the flows that are likely to result from both build alternatives without creating a risk of flooding along Pecos Street and Kalcevic Gulch.</p> <p><b>Table 4.18-7</b> Conflict avoidance is insufficient to address the impacts that will likely result from this project. Significant modification of the storm sewer system will be necessary to adequately handle the flows from US 36 both under existing and future conditions.</p> <p><b>Section 4.20.</b> No plan identifying the specifics of storm water drainage and flood control and the associated water quality features and facilities for the highway improvements for either of the build alternatives has been identified. This makes an adequate assessment of the various environmental impacts nearly impossible and leaves too many unanswered questions. Identification of the impacts to storm drainage and water quality, to include a plan containing features to mitigate these impacts, will be a necessary component of the FEIS. This leads to the question, how will the proposed action be constructed in compliance with the Clean Water Act and applicable stormwater regulations? Title</p> <p style="text-align: right;">Page 6 of 20</p>	<p><b>Response to Comment #15-14:</b> The location of known active and historic landfills will be considered during the design phase of this project. These landfills will be avoided where possible to prevent additional:</p> <ul style="list-style-type: none"> <li>• Health and safety monitoring.</li> <li>• Materials management and disposal costs (in accordance with applicable regulations)</li> <li>• Engineering costs</li> <li>• Potential public exposure</li> </ul> <p>It is unknown at the current level of project design if any monitoring wells (landfill or otherwise) will be destroyed. If a monitoring well is identified within the project area, care will be taken not to disturb the well or the monitoring well owner will be contacted if necessary.</p> <p><b>Response to Comment #15-16:</b> During the design phase, local drainage, including underground storm sewer systems, off-site drainage, ponds, etc., will be identified and evaluated to determine their existing condition performance, functionality, project impacts, and the need for modification, replacement, or expansion. This evaluation will be based on Urban Drainage and Flood Control District (UDFCD) and local agency criteria. Coordination with Adams County will continue through final design and construction.</p> <p><b>Response to Comment #15-17:</b> The drainage reports titled <i>US 36 Conceptual Drainage Analysis</i>, (2004) and revised version "US 36 Conceptual Drainage Analysis</p>


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<p>Commenter</p> <p>Comment #15-17 (cont.)</p> <p>Comment #15-18</p> <p>Comment #15-19</p> <p>Comment #15-20</p>	 <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b> Submitted September 17, 2007</p> <p>44 CFR, Part 1 refers to rule making, policy, and procedures. Part 60 refers to criteria for land management and use and it may also be necessary to reference these regulations as well. The local agency floodplain ordinances will also apply to construction within the regulatory floodplains within the US 36 project area. The FEMA Flood Insurance Study is the scientific study which was referred to for 100-year base flood elevation information.</p> <p><b>Page 4.20-8</b> Water quality in Clear Creek will likely be directly impacted as a result of this project. While US-36 does not cross Clear Creek in this area, storm drainage from the highway is conveyed in existing facilities in the Kalcovic Gulch and Little Dry Creek drainage basins to Clear Creek. These impacts should be identified and mitigation described in the FEIS.</p> <p><b>Table 4.20-6</b> Post-construction BMPs should be designed cooperatively with UD&amp;FCD and the impacted local communities in order to arrive at a mutually-advantageous design.</p> <p><b>Page 4.23-23</b> While modern practices may result in fewer impacts from future development in the Denver/Adams segment of the study, there are extensive difficulties with managing the stormwater runoff and water quality from US 36 under current conditions. Solutions to these current problems and also the future impacts to stormwater runoff, wetlands, and water quality need to be addressed in the FEIS.</p> <ol style="list-style-type: none"> <li>1. Additional stormwater quality measures shall be implemented to the existing storm sewer systems when stormwater runoff discharges from the highway to an existing storm sewer system and that storm sewer system discharges directly into a waterway, only when water quality Best Management Practices (BMPs), (i.e. extended detention ponds, engineered wetlands, etc.), are not present prior to stormwater reaching the waterways. All runoff from the highway shall go through a BMP to protect water quality prior to runoff from the highway reaching any waterways.</li> <li>2. Note that Adams County falls under the Phase II Stormwater Regulations under the Clean Water Act, 33 USC 1251, et seq., and has been issued a Colorado Discharge Permit System (CDPS) Municipal Separate Storm Sewer (MS4) permit. The segment of improvements along U.S. 36 through Adams County shall follow guidelines set forth in County Standards and Regulations, Chapter 9 – Storm Drainage Design and Stormwater Quality Control Criteria.</li> <li>3. Adams County, as well as other Phase II MS4s (RTD, Westminster, Broomfield), are in the final year of implementation of the CDPS MS4 permit. By December 31, 2008 all programs that address the CDPS MS4 Phase II permit requirements must be implemented.</li> </ol> <p style="text-align: right;">Page 7 of 20</p>	<p>Draft, February 2009” include the conceptual level floodplain analysis, drainage analysis, pond sizing, etc., for the build packages. Footprints for these features and adjustments required for the roadway to accommodate modifications to existing drainage structures have been incorporated into the build package analysis.</p> <p>A note has been added to text to make reference to local agency floodplain ordinances.</p> <p><b>Response to Comment #15-18:</b> Comment noted. A discussion of impacts to Clear Creek has been added to the text in the Section 4.20, Water Resources: Water Quality and Floodplains.</p> <p><b>Response to Comment #15-19:</b> CDOT and various jurisdictions along the project corridor have MS4 permits. Compliance with post-construction stormwater quality requirements for new projects often includes the installation of permanent on-site structural Best Management Practices (BMPs). Various temporary and permanent BMPs will be developed during each phase of the project to meet the requirements of permit holders, including the local permit holders. The discussion of the mitigation measures cites the use of both UDFCD and CDOT documents for BMP design.</p> <p><b>Response to Comment #15-20:</b> Stormwater runoff from the project area would be captured and conveyed to water quality BMPs prior to discharging into the existing storm sewer system.</p> <p>Comment noted. The design of the Combined Alternative complies with CDOT’s MS4 permit.</p> <p>The intent of the Driscoll Method is to determine pollutant loads that would enter waterways without treatment. The Driscoll analysis, therefore, does not take into account stormwater quality BMPs, and the reported pounds per year are the expected impacts without any mitigation. Mitigation measures would reduce these loads, but the actual loads that would enter waterways after treatment were not measured.</p>


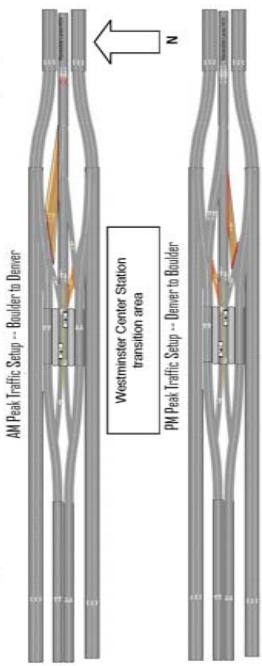



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<p>Comment #15-20 (cont.)</p>	<div style="text-align: center;">  <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> </div> <p>4. Did the annual pollutant mass loadings from highway runoff evaluation using the Driscoll Method for proposed conditions take into account the implementation of any stormwater quality BMPs and the pollutant loads these measures would decrease in the waterways?</p> <p><b>Page 4.23-29</b> Both build alternatives negatively impact the existing flood control facility at Rotary Park in Shaw Heights. Additionally, the proposed Bronco Pond, immediately north of US 36 at approximately the Delaware Street alignment will have to be completely relocated. Existing storm drainage systems and flood control master planning rely on continued functioning of the Rotary Park facility and the future full implementation of the Bronco Pond facility. Increased risk of flooding on the Shaw Heights Tributary to Little Dry Creek and along the north side of US 36 in the vicinity of what used to be Larry Miller Toyota may result from modification or loss to these facilities. Mitigation of all of these impacts needs to be addressed in the FEIS.</p> <p>The US 36 Mobility Partnership has two responsibilities that relate to storm drainage and flood control: first, any build alternative must convey and treat storm drainage that originates within US-36 ROW, and second, the Partnership has a responsibility to convey cross drainage in a manner that does not result in an increased risk of flooding or pollutant discharge. These responsibilities are not independent of each other and must be done in a manner consistent with existing Colorado drainage law, the requirements of the National Environmental Policy Act (NEPA) and CRS 25-8-101 et seq. (Colorado Water Quality Control Act).</p> <p>It currently appears that the cross-drainage under US 36 in Adams County is currently undersized and does not even meet the requirements of Directive 501.2 and existing Colorado drainage law. This fact notwithstanding, the limits placed on the contributing area defined in Directive 501.2 seem to put constraints upon the NEPA process that would result in environmental impacts to flood hazards and water quality not being fully identified, disclosed, or mitigated.</p> <p>Because US 36 is located a significant distance from receiving waters within Adams County, the highway storm sewer system has to connect to another entity's system. This is the case at more than one location. In the case of the connection of the shared US 36 and Adams County system to the system owned and maintained by Adams County at Pecos Street, the connection is greatly undersized, with anecdotal evidence indicating that the manhole lid at the connection had to be sealed in an effort to contain the effects of the surcharging in the system. It is essential that such situations be avoided.</p> <p>To comply with existing drainage law and the requirements of the Water Quality Control Act, any storm sewer system installed as a part of the expansion of US-36 should be designed using hydrology based upon future land use conditions and incorporating enough flood control detention and water quality capture volume to limit the discharge from the highway to rates that the downstream system can safely convey. <b>The system designed to serve the highway will also have to take the</b></p>	<p><b>Response to Comment #15-21:</b> See Responses to Comments #14-37, #14-52, and #15-16.</p>


Commenter	Comment	Response to Comment
<p>Commenter</p> <p>Comment #15-21 (cont.)</p> <p>Comment #15-22</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p><b>flows resulting from the entire highway into account, not just the area of highway expansion.</b> Failure to do so will result in an increased risk of flooding and pollutant discharge downstream.</p> <p><b>Page 4.26-17</b> Upgrade of existing storm drainage facilities will be necessary in order to mitigate the impacts of both build alternatives. These upgrades should be designed cooperatively with U&amp;F&amp;CD and the impacted local communities.</p> <p><b>Page 4.26-19</b> This table mentions none of the probable impacts to the storm drainage systems along the corridor. Identification and full disclosure of these impacts will be necessary in the FEIS, as will a discussion of the mitigation activities required to address these impacts.</p> <p><b>Loss of a Continuous Multi-Use Path to Broadway.</b></p> <p>The US 36 Bikeway is a designated DRCOG multi-use corridor, and as such, the project should ensure that as much continuous, grade separated, multi-use path is built to provide a viable non-motorized commute alternative.</p> <p>This corridor should connect Denver with Boulder in a direct, safe, and efficient manner. We are disappointed to find that the path ends at Bradburn Avenue which is not a very good connection to the rest of Metro Denver's trail infrastructure. To build this path, with inadequate southern termini, would hinder cyclist ridership and overall trail usage. This very important multi-use route should be available to novice bike riders and well connected to the rest of the system. Please consider our proposal for connectivity on the southern portion of this facility by extending the parallel multi-use path and provide open space areas on the south side of US 36 from Bradburn Street to Broadway.</p> <p>Indications are that under the current proposals, in the Adams County section, there will be considerable number of full property acquisitions and that in those acquisitions there will be a portion of those properties that will have a non-economical remainder that could be utilized to extend the bike path further to the east. The County would like to see that surplus property be used to continue the bike path east to Broadway. A US 36 path east to Broadway is an ideal connection to the RTD's Broadway Park &amp; Ride. In addition to using the surplus property, there are also streets paralleling US 36 that could accommodate a bike path with only the need to provide grade separations between the bike path and cross streets. There are numerous reasons for the continuation of the bike path to Broadway. Broadway Park &amp; Ride is only 2 blocks north of the existing Clear Creek Trail, the only trail that goes under I-25 and the continuation of a major connection to the South Platte River Trail into downtown Denver and within reach of an existing trail to the RTD's North Metro Corridor via the Commerce City Station at E 70th Ave. The extension of the US 36 Bike Path to Broadway also</p> <p style="text-align: right;">Page 9 of 20</p>	<p><b>Response to Comment #15-22:</b> See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p>As part of the Combined Alternative Package (Preferred Alternative) the ROW impacts to properties on the south side of US 36 in this section are significantly reduced. Without the need to acquire those properties to accommodate the other elements of the project, remnant parcels are not available for the bikeway in this section. Therefore, extending the bikeway alignment all the way to Broadway would require substantial additional ROW and property acquisition compared to the other bikeway alignment alternatives.</p> <p>While the grade-separated facility does not extend all the way to Broadway, the US 36 bikeway as described in the Combined Alternative Package (Preferred Alternative) provides a direct and continuous bikeway for the entire corridor that is adjacent to US 36 as much as possible providing an alternative mode of travel for people in the US 36 corridor.</p> <p>For more information on the Combined Alternative Package (Preferred Alternative) see Section 2.6, Package Descriptions.</p>


Commenter	Comment	Response to Comment
<p>Comment #15-22 (cont.)</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p>provides the least out-of-direction travel between Boulder and Denver, thus providing more time incentive to use it.</p> <p>With Westminster and the County's plans to provide a pedestrian-bike path along Lowell Blvd. from the Little Dry Creek trail south to the Union Pacific Railroad (and the RTD's Gold Line), to provide access to several Hyland Hills recreational areas and the Jim Baker Reservoir, the connection to a US 36 multi-use path is an essential link and also provides an ideal bicycle corridor for a connection between US 36 and northwest Denver. In addition, Regis College is at Lowell Blvd and W. 53<sup>rd</sup> Avenue, and is another large generator of pedestrians and cyclists.</p> <p>There is a large residential-commercial development planned at Pecos and W.68th Ave. as well as a large existing residential population that could utilize the US 36 Bike Path if extended. In addition, there is the RTD Gold line and the Northwest Rail transfer station at Pecos and W.62nd Ave. that could generate considerable traffic on the Bike Path. Pecos is also another good alternative for a bicycle corridor connection between US 36 and Denver.</p> <p>To have Transportation Demand Management Strategies and provide alternative modes of transportation that are totally independent of motorization, numerous and a convenient network of pedestrian and bike paths are essential. Only so many people can telecommute or have flex hours, and to totally get commuters out of motorized transportation requires a good end-to-end multi-use 'Spine collector' path (i.e., US 36), and then an array of connections. The counties and cities are continuing to plan and provide for an array of local connections and this project needs to extend the US 36 Bike path the full length of the project to help complete that goal.</p> <p><b>Purpose and Need Discussion</b></p> <p><i>"The purpose of the project is to improve mobility along the US 36 corridor from I-25 in Adams County to Foothills Parkway/Table Mesa Drive in Boulder, and among intermediate destinations." The need for improvements are because by 2030, we'll need more capacity, better access, relief from congestion and more (enhanced) options for travel, as well as the fact the interchanges along the corridor are already outdated.</i></p> <p>A more accurate statement of the purpose of the project might be to "facilitate mobility within the US 36 corridor between Boulder and Denver, and improve the operational efficiency between I-25 and US 36." The former part of this statement is made because the DEIS provides two packages that appear to apply a broad-brush approach to the entire corridor when much of the DEIS data and information may support a more accurate purpose that needs specific improvements to jurisdictional</p> <p style="text-align: right;">Page 10 of 20</p>	<p><b>Response to Comment #15-23:</b>                  Comment noted. The Purpose and Need is appropriate for the corridor as agreed to by CDOT, RTD, FWHA, and FTA. The FEIS address impacts to local streets.</p>

Commenter	Comment	Response to Comment
<p>Comment #15-23 (cont.)</p> <p>Comment #15-24</p> <p>Comment #15-25</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p>segments of the corridor. For instance, on page 3.3-1, the travel patterns throughout the corridor have different characteristics than the Adams County segment, which experiences a more traditional heavier AM peak traffic traveling eastbound towards Denver, and the reverse happening in the PM peak. The Westminister/Broomfield segments have a more equal distribution of AM and PM peak hour travel while the Superior/Lafayette segment predominantly travels westbound to Boulder during the AM peak with the reverse happening in the PM peak. Additionally, with only 17% of all traffic originating in Boulder traveling to Denver and only 10% of all traffic originating in Denver and traveling to Boulder, it is quite evident traffic patterns vary throughout the corridor sufficiently enough that a broad approach to corridor improvements may not meet the real purpose of the project.</p> <p>Regarding the latter portion of the statement for 'a better connection between I-25 and US 36', I-25 is the transportation backbone of the Denver metro region and the primary facility over US 36. Not a great deal, if any attention has been paid to how (adequately) traffic operations will work between US 36 and I-25, particularly in light of the proposed US 36 bi-directional managed lanes/HOV operating with the reversible managed lanes on I-25. Both the Alternatives and Traffic Impacts Chapters will discuss I-25 in more detail about how US 36 will operate with I-25 and what, if any, impacts will US 36 improvements create on I-25. This additional effort would go a long way in identifying what will be needed along I-25 to accommodate the increased capacity from US 36 for purposes of mitigation, planning and future improvement projects.</p> <p>Because transportation needs differ in the Adams segment from the other jurisdictions along the corridor, the County is proposing the project team look at what is specifically needed between I-25 and Sheridan Boulevard to meet the needs of the project. The County is not opposed to the many positive and proactive measures that are being proposed for the project in other segments, but the County's primary concern is the substantial impacts brought by the project in Adams County, and particularly to our established neighborhoods. It has already been stated in the 'Impacts' portion of our comments that many of our citizens and businesses have been in the area for years, with no plans to leave, before this project. It is with this in mind that the County proposes the project team look at ways to shorten the cross section of improvements through Adams County to eliminate as many full right-of-way takes as possible. The objective is to reduce the total number of full property acquisitions. If the below analysis does not reduce the full takes, as we stated in the 'Impacts Section', extraordinary measures need to be taken to work with the County and its citizens to address property acquisition and relocation as quickly and efficiently as possible.</p> <p><b>Adams County's Proposed Variation to the Build Packages</b></p> <p>The consultant team should analyze the minimum number of lanes and the type of operations needed in 2030. To this end, Adams County requests the project team analyze 2 additional lanes of</p>	<p><b>Response to Comment #15-24:</b></p> <p>It is recognized that I-25 is an important facility, and the design of the rebuilding of the US 36/I-25 interchange was undertaken with substantial care to avoid precluding future I-25 improvements. However, the scope of this project specifically limits improvements to those that address the US 36 corridor's needs. While the improvement of conditions for US 36 traffic could have a minor effect on traffic using I-25 in the vicinity of the US 36 interchange, the improvements themselves are not expected to attract substantially more traffic to I-25. Also, a future effort to reconstruct and widen I-25 should be anticipated within the next generation (although funding is not currently identified).</p> <p>The Combined Alternative Package (Preferred Alternative) proposes a narrower cross section than Package 2 or Package 4 between Sheridan Boulevard and I-25 by keeping the reversible managed lane facility. This has greatly reduced the residential ROW impacts in this area.</p> <p><b>Response to Comment #15-25:</b></p> <p>The Combined Alternative Package (Preferred Alternative) was developed to address many of the concerns related to the impacts in the Adams Segment, particularly ROW impacts. It includes one buffer-separated managed lane in each direction and makes use of the existing reversible managed lane connecting to I-25. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more details.</p>


Commenter	Comment	Response to Comment
<p>Comment #15-25 (cont.)</p>	<div data-bbox="292 1150 389 1285" style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p data-bbox="414 945 435 1486"><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p data-bbox="451 1117 470 1318">Submitted September 17, 2007</p> <p data-bbox="487 892 771 1543">                     capacity in the Adams County segment of the corridor instead of the proposed 4 lanes. Include in this analysis a comparison of the 3 types of operations under consideration (i.e., general purpose, managed lanes and HOV), proposed to meet the needs of the project. With either the managed or HOV lanes, provide the analysis needed to justify the slip ramp between Pecos and Federal allowing access to and from the managed lanes/HOV onto the US 36 general purpose lanes. The analysis should also study the feasibility of making the transition from the 2 additional lanes in Adams County into 4 additional lanes at the Westminster Center Station. This variation is justified since the high capacity for the westbound high growth areas is needed. This last concept should be pursued with the idea of continuing the operations of the reversible I-25 managed lanes up to Sheridan Boulevard, if managed lanes or HOV is found to meet the needs of the project in Adams County. Besides eliminating the operational conflicts inherent with I-25 in the proposed build packages, if managed lanes/HOV were selected as the preferred alternative through the Adams segment, the County views the extension of the reversible managed lanes/HOV as a way to additionally shorten up the cross section by eliminating the buffers required in the bi-directional operations scenario. Combined with a reduction in lanes, from an impact approach, this variation in the build packages may shorten up the cross section through Adams County and reduce the number of full takes and the human impacts associated with the displacement of long-time established neighborhoods.                 </p> <p data-bbox="792 892 828 1543">                     The below graphic illustrates the concept of using the Westminster Center Station as the location for transitioning between the 2 lanes of additional capacity and the 4 lanes of additional capacity.                 </p> <div data-bbox="836 892 1096 1554" style="text-align: center;">  <p>AM Peak Traffic Setup -- Boulder to Denver</p> <p>Westminster Center Station transition area</p> <p>PM Peak Traffic Setup -- Denver to Boulder</p> <p>N</p> </div> <p data-bbox="1136 1165 1156 1264">Page 12 of 20</p>	


Commenter	Comment	Response to Comment
<p>Comment #15-25 (cont.)</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p>From an operational standpoint, this approach may also help facilitate a solution to the problem of how best to transition between I-25's peak directional managed lanes and the US 36 proposed bi-directional managed-HOV lanes by creating a continuous operation through Adams County by either building 2 additional general purpose lanes or the reversible managed/HOV lanes to Sheridan. The reversible managed lanes on I-25 will not change by 2030; so the connection and operations between I-25, which is the priority corridor, and US 36, should be a consistent operation.</p> <p>The below discussion uses the needs of the project to support a more segmented approach to improvements along the corridor and to justify the proposed variation in the build packages in the Adams segment.</p> <p><u>Need #1: Increase Trip Capacity</u></p> <p>The question for needing increased trip capacity in the Adams segment is, 'how much capacity is needed to handle the relatively small amount of regional trips compared to the internal trips within the corridor?'</p> <p>The following DEIS statements establish the discussion:</p> <p>Referring to Table 3.4-1 on page 3-5 of the supplemental "Traffic Engineering Technical Report", the number of lanes in each direction needed in the majority of the Adams segment by 2030 is 5. Table 3.4-1 represents the basis for which subsequent design decisions were made. The concern with this is data used to develop key factors needed to estimate future capacity were taken from the Broomfield/Church Ranch Road area, which is not representative of the Adams segment. Using data from the high growth area of Broomfield/Church Ranch to determine the baseline needs in Adams County, which already is an established area, is technically flawed. A more accurate approach might have included collecting data in the proximity of I-25 and US 36. Because of the importance of US 36's operational compatibility to I-25, gathering data at this important interchange is necessary and vitally important, but for this discussion would better reflect the future capacity needs of the Adams segment.</p> <p>Referring to page 1.3-5, the DEIS states that the project needs to accommodate 10,000 additional person trips during the AM peak and it has already been established that through the Adams County segment the AM peak is heaviest in the eastbound direction. Page 1.3-5 goes on to state that between 85 and 90 percent of corridor trips begin and end within the corridor, while only 17% of trips originate in Boulder and end in Denver and only 10% of trips originate in Denver and travel all the</p>	<p><b>Response to Comment #15-26:</b></p> <p>The reference to Broomfield/Church Ranch Boulevard data describes the location of a CDOT permanent count station, but the traffic estimates for each mainline segment were derived from those volumes by adding/subtracting the counted on- and off-ramp traffic. As such, the data used to develop lane needs for each segment are appropriate to each segment.</p>


Commenter	Comment	Response to Comment
<p>Comment #15-26 (cont.)</p>	 <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p>way to Boulder. Table 1.3-3 supports this by showing the highest volumes of unmet AM Peak-Hour demand are between the Flatirons and Sheridan Boulevard.</p> <p>Given the above information, if certain factors used to develop the design volumes in the Adams segment are in fact inaccurate, combined with the knowledge that the need for most of the capacity to accommodate the unmet AM peak demand in 2030 is in the central area of the corridor, and finally, if most of the capacity needs in the County are peak-specific, do the proposed build packages truly reflect the needed AM peak capacity in Adams County?</p> <p><b>Need #2. Expand Access</b></p> <p>Continuing from the previous discussion, the majority of the capacity in 2030 will be needed in the central areas of the corridor from Westminster through Superior and Louisville, so the need for expanded access from this perspective is met within these growth areas.</p> <p>Expanding access from 2-lanes to 4-lanes at the Westminster Center Station is supported by traffic volumes stated in Figures 3.4-3 and other data that indicate the majority of expanded access to the bi-directional trip capacity and BRT is needed starting at the Westminster Center Station and continuing west.</p> <p>The US 36/Sheridan Boulevard interchange is a high priority project in Adams County. Expanding the access to Sheridan Boulevard and widening Sheridan from 87' to 91' are critical improvements that have been prioritized in the county.</p> <p>What is disconcerting about this particular "Need" is the project's proposal to eliminate access at Broadway. The environmental impacts associated with closing this access have already been summarized in the first section of the comments, but it is worth reiterating how constraining people from accessing the local businesses in the area will result not just in the potential closure of businesses, but the demise of unique neighborhood establishments that you won't find anywhere else: access to Macy's and Dillard's Department stores are available at both the Westminster Mall and the Flatirons Crossing, but Mickey's and Las Delicious Restaurants can only be found, off Broadway, in unincorporated Adams County.</p> <p style="text-align: right;">Page 14 of 20</p>	<p><b>Response to Comment #15-27:</b></p> <p>As part of the interchange improvements at Sheridan, Sheridan Boulevard is widened to three through lanes in each direction over US 36. See response to Comment #15-11 for information on Broadway access.</p>
<p>Comment #15-27</p>		

Commenter	Comment	Response to Comment
<p>Comment #15-28</p> <p>Comment #15-29</p> <p>Comment #15-30</p> <p>Comment #15-31</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p><u>Need #3 Congestion Relief</u></p> <p>Because the Adams segment predominantly follows the traditional heavier eastbound AM peak, it is very concerning that 2 out of the 3 segments in Adams County are deficient or fail in both build packages. The Sheridan to Federal segment and the Federal to Pecos segment experience a LOS F and E respectively by 2030 in package 2. The Sheridan to Federal segment and the Pecos to Broadway segment have LOS E and F respectively in package 4. Clearly this data indicates that the broad approach of both build packages does not meet the need of relieving congestion in Adams County. The DEIS does offer one reason for the failure of the eastbound Pecos to Broadway segment in package 4: the need to transition between the different operations of US 36 and I-25. Page 3.4-19 goes on to state that additional operational analysis and design refinement of the transition would eliminate the LOS F. Adams County requests a part of this analysis be the consideration of making the transition between operations at the Westminster Center Station, where expanded capacity and service is needed west of Sheridan, and where the station could provide a smoother transition between the 2-lane and the 4-lane roadway operations.</p> <p><u>Need #4 Expand Mode of Travel Options</u></p> <p>Adams County promotes multimodal travel choices, and would like to reiterate the need to continue the proposed multi-use path all the way to Broadway. As stated in the 'Impacts' Section of the comments, Adams County considers it an impact to not continue the trail the entire length of the corridor primarily because of its close connections to the Clear Creek and South Platte River Trails and the planned Commerce City Station along the North Metro corridor.</p> <p>With regards to other mode choices, both build packages provide access to the managed/HOV lanes in both directions via slip ramps in the vicinity of Pecos Street. Because the current operations of the US 36 HOV lanes today are compatible with the managed lanes operating on I-25, coupled with the deficient or failing LOS during the eastbound PM peak in the proposed build packages, Adams County does not receive a significant increase in benefit with this proposed improvement.</p> <p>Adams County is encouraged to see enhanced bus service connections via the Broadway Park &amp; Ride, but these services do not provide the travel time reliability that special lanes or services provide because they are operating on local streets. If travel time reliability is a primary argument for the need to expand modes of travel options in the corridor, then the expansion of mode choices throughout the corridor does not serve the needs of the Adams segment.</p> <p style="text-align: right;">Page 15 of 20</p>	<p><b>Response to Comment #15-28:</b> CDOT policy is that poor LOS in general-purpose lanes in Package 2 is seen as more tolerable (though not specifically encouraged) than poor LOS in general-purpose lanes in Package 4 because facilities that charge a toll benefit from congestion in adjacent general-purpose lanes. The need is for congestion relief, not the complete elimination of congestion. When a proposed action on US 36 results in more traffic using a segment but LOS does not improve, it means that more traffic is carried on the segment than before. In such situations, those travelers that modified their route from a local arterial to US 36 must be doing so because they perceive an advantage. As such, their trip is improved, even though the LOS on US 36 does not reflect an improved condition.</p> <p><b>Response to Comment #15-29:</b> See response to Comment #15-22.</p> <p><b>Response to Comments #15-30:</b> Comment noted. Access to the managed lane in the Combined Alternative Package (Preferred Alternative) is provided between each interchange. The existing reversible lane will be maintained between Pecos Street and I-25.</p> <p><b>Response to Comment #15-31:</b> The proposed managed lanes would be available to Adams County residents who commute along the US 36 corridor.</p>




Commenter	Comment	Response to Comment
<p>Comment #15-32</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p><u>Need #5 Efficient Transit Service</u></p> <p>Continuing from the last statement, the Adams segment does not significantly benefit from the in-line BRT stations except at the Westminster Center Station, and there isn't any additional priority service improvements that significantly enhance the transit experience for the Adams segment that the existing US 36 to I-25 operations do not already provide.</p> <p>Adams County does encourage improvements to US 36 in the growth areas of the corridor, and from the beginning of the US 36 EIS process, the County acknowledges that implementing BRT was envisioned to operate more as a rail service and not as an enhanced bus service. What is alarming is the overlap between the rail and BRT in the areas the DEIS identifies as the high growth areas starting at Sheridan and continuing west. Although the purpose and need statements are not worded exactly alike, generally both the Northwest Rail and the US 36 BRT are supposed to provide efficient, reliable service between Boulder and Denver. Given the over-budget nature of both the US 36 corridor and the Northwest Rail, these transit services should not be competing for the same ridership; the Northwest Rail service should be the primary transit mode between Boulder-Denver because of its ability to provide the most efficient and reliable service, with the BRT complementing the rail service. Replacing 10% of ridership along the Northwest Rail with the BRT as indicated in Table 3.4-6, does not seem to be the most prudent use of funds either. Furthermore, page 2.3-2 under the Conceptual Alternatives Evaluation section references that one reason Light Rail Transit (LRT) was eliminated along US 36 was because it would duplicate the Northwest Rail transit service. In other words, there isn't a need for two primary transit operations between Boulder and Denver.</p> <p>Planning for the connections between the most critical BRT and rail links in the growth areas along the corridor should be equally, if not more emphasized, then the need for the connection between Boulder and Denver. Once the preferred alternative is selected, Adams County encourages a comprehensive effort on how best to plan rail, as the primary transit mode, and BRT as a complementary service linking to the rail. Not only does this meet the purpose and need for transit between Denver and Boulder and points in-between, but it makes the most sense in terms of where and how to spend scarce funds needed in both corridors while not duplicating service.</p> <p><u>Need #6 Update Outdated Highway Facilities</u></p> <p>The interchanges along the corridor need to be updated to alleviate bottlenecks, improve safety and efficiency of the corridor's operations.</p>	<p><b>Response to Comment #15-32:</b></p> <p>In-line stations are no longer included in the Combined Alternative Package (Preferred Alternative).</p> <p>Both BRT and commuter rail were on the <i>FasTracks Plan</i>. RTD is committed to providing what the voters supported. The two modes, to a large extent, serve different markets with Northwest Rail serving Longmont, Louisville, East Boulder, Gunbarrel, and South Westminster, while BRT serves South Boulder, Superior, Louisville, Broomfield, and Interlocken.</p> <p><b>Response to Comment #15-33:</b></p> <p>The need to improve outdated facilities refers primarily to the structural integrity of drainage and bridge structures in the corridor and the need to update the roadway design to current safety standards. The intersection LOS at interchanges was used to guide the design of the ramp junction intersections and to identify impacts to the next adjacent intersection in each direction. Where an impact to LOS at an adjacent intersection (such as 72<sup>nd</sup> Avenue and Pecos Street) is identified, the project will mitigate for those impacts by improving the final LOS to either LOS D or better, or to the No Action Alternative LOS, whichever is worse.</p>
<p>Comment #15-33</p>	<p>Page 16 of 20</p>	


Commenter	Comment	Response to Comment
<p>Comment #15-33 (cont.)</p> <p>Comment #15-34</p> <p>Comment #15-35</p> <p>Comment #15-36</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p>The first concern with the analysis refers to Table 3.5-2, which shows the number of interchanges/intersections operating with a LOS E or F in 2030. According to the Table, Pecos Street has 3 intersections in both the AM and PM peak that are deficient or are failing in both build packages. The Table also indicates that in 2030, all 4 intersections operate above a LOS E. The DEIS should expand on the improvements needed to decrease the delay at the intersections as a means for local jurisdictions to understand why and plan for how to improve the LOS at the deficient intersections.</p> <p>Through the arguments made above, it is clear the purpose and need of the project does not reflect the needs of Adams County. For the DEIS to claim as it does on page 2.2-1 that 'the alternatives were developed using a context-sensitive approach', very little attention has been paid to '...complementing and enhancing community values and objectives...' in Adams County.</p> <p>If context-sensitive solutions really are an objective of the process, then Adams County looks forward to working with the project management team and corridor jurisdictions in a collaborative manner to determine the minimum capacity required to meet the needs of 2030 in the Adams segment, thereby decreasing the total number of property acquisitions in the County.</p> <p><b>Summary of Additional Information and Analysis Requested</b></p> <ol style="list-style-type: none"> <li>1. An alternative design modification to the southbound I-25 access to westbound US 36 to include a local slip ramp aligning with Greenwood Boulevard that will continue to provide local access to Broadway for residents and businesses, including the RTD's Broadway Park-n-Ride. If the project can not immediately accommodate the County's request to provide the limited access from I-25 southbound to Broadway, then a comprehensive analysis needs to be completed that shows all of the human, traffic, and other environmental impacts to the local street network and neighborhoods. The analysis, at a minimum, should include the primary collector and arterial roads the build packages propose as the travel routes in the DEIS. This exercise should fully discuss impacts to residential neighborhoods and businesses, as well as the impacts to the local street system due to the out-of-direction travel patterns proposed. The analysis should end with a discussion about the improvements needed to the local street network as well as mitigation for neighborhoods and businesses to accommodate the direct impacts associated with the project's proposed rerouting of traffic.</li> <li>2. It is questionable that the I-270 westbound access to Broadway will be possible with this project; however, a comprehensive analysis needs to be completed to determine all human, traffic and</li> </ol> <p style="text-align: right;">Page 17 of 20</p>	<p><b>Response to Comment #15-34:</b>                  Comment noted. The Combined Alternative Package (Preferred Alternative) was developed to address concerns by the local jurisdictions and the public about the impacts of the project. Adams County participated in the PAC process that developed the Combined Alternative Package.</p> <p><b>Response to Comment #15-35:</b>                  See response to Comment #15-11.</p> <p><b>Response to Comment #15-36:</b>                  See response to Comment #15-11.</p>


Commenter	Comment	Response to Comment
<p>Comment #15-36 (cont.)</p> <p>Comment #15-37</p> <p>Comment #15-38</p> <p>Comment #15-39</p> <p>Comment #15-40</p> <p>Comment #15-41</p> <p>Comment #15-42</p> <p>Comment #15-43</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p>other environmental impacts to the local street network and neighborhoods as it is detailed above.</p> <p>3. A right-of-way exercise to determine how many full right-of-way takes could potentially be eliminated if 2-lanes, instead of 4-lanes, are built in the Adams County segment. This exercise should include a discussion regarding full right-of-way takes verses partial takings. If shortening up the cross section would result only in a reduction of full takes and not total takes, the County would be in favor of full takes and utilizing the additional right-of-way gained to extend the bike path to Broadway and provide an open space buffer between the roadway and impacted citizens. This analysis should also include how much right-of-way would be saved if the operations of the 2 additional lanes were either reversible managed or HOV. Referring to the DEIS cross section, it would appear that a reversible managed/HOV lane may eliminate a minimum of 26 feet because the buffer needed for bi-directional traffic would not be required. How much more of the cross section could then be eliminated?</p> <p>4. Both the Alternatives and Traffic Impacts Chapters should discuss I-25 in more detail about how US 36 will operate with I-25 and what, if any, impacts will US 36 improvements create on I-25. This additional effort would go along way in identifying what will be needed along I-25 to accommodate the increased capacity from US 36 for purposes of mitigation, planning and future improvement projects.</p> <p>5. A comprehensive research effort to document the past, present and reasonably foreseeable future projects in the corridor. This effort is necessary to determine the impacts on resources, infrastructure, and right-of-way specific to the proposed project, as well as over time.</p> <p>6. A series of drainage meetings and a process should be set up with all local jurisdictions and Urban Drainage in the near future to discuss this specific issue and how best to resolve and coordinate improvements associated with the project as well as future drainage improvements outside the project.</p> <p><b>General Comments:</b></p> <ol style="list-style-type: none"> <li>In general, there seems to have been inadequate attention paid to the impacts within the Adams County segment of this study.</li> <li>Improve maps that show adequate detail of the proposed lanes, impacts and mitigation for all of the affected environmental resources should be included in the FEIS.</li> <li>Chapter 1 – Purpose and Need. The present conditions seem to refer to both 2003 and 2005, and future conditions refer to both 2025 and 2030. These dates should be consistent.</li> </ol> <p style="text-align: right;">Page 18 of 20</p>	<p><b>Response to Comment #15-37:</b> See response to Comment #15-24.</p> <p><b>Response to Comment #15-38:</b> This project matches the existing ramp geometry and capacity at the I-25 interchange. The responsibility of determining the need for future I-25 capacity improvements is outside the scope of this project.</p> <p>See also response to Comment #15-24.</p> <p><b>Response to Comment #15-39:</b> The requested comprehensive research effort is documented in Section 4.23, Cumulative Impacts. Past, present, and reasonably foreseeable future projects are documented in a series of tables, and the planned population growth and associated development needs are also analyzed.</p> <p><b>Response to Comment #15-40:</b> A working group meeting with jurisdictional representatives was held on April 30, 2008 to discuss water quality and drainage issues in Adams County. It was agreed at that meeting that Adams County and CDOT are following the same guidelines and regulations regarding water quality standards.</p> <p><b>Response to Comment #15-41:</b> Comment noted. Extensive analysis for the entire corridor has been conducted through the course of this project, including the Adams Segment.</p>

Commenter	Comment	Response to Comment
		<p><b>Response to Comment #15-42:</b>  Maps included in the EIS are sufficient to meet the needs of NEPA and are based on the level of engineering available at that time. No change made.</p> <p><b>Response to Comment #15-43:</b>  Existing counts were collected in late 2003, but some other field data were collected in 2005, and the DRCOG travel demand model was calibrated to 2005 conditions. The one occurrence of 2025 (as opposed to 2030) in Section 1.3 of the DEIS has been corrected. Traffic modeling for the Combined Alternative Package (Preferred Alternative) in the FEIS used the 2035 DRCOG model while Package 2 and Package 4 used the 2030 model. A comparison of the 2030 to 2035 models is provided in Chapter 3, Transportation Impacts and Mitigation.</p>

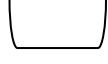
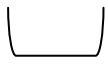

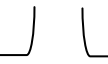
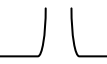

Commenter	Comment	Response to Comment
<p>Comment #15-44</p> <p>Comment #15-45</p> <p>Comment #15-46</p> <p>Comment #15-47</p> <p>Comment #15-48</p> <p>Comment #15-49</p> <p>Comment #15-50</p>	<div style="text-align: center;">  <p><b>ADAMS COUNTY</b> COLORADO</p> </div> <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> <p>4. The proposed access road from Broadway, across the RTD Broadway Park &amp; Ride to the parcel adjacent to the west is not required. Mountain States Toyota will be relocating their operations to this parcel and the County is requiring access off of 70<sup>th</sup> Avenue. This change in use should also be a part of the Broadway access impact analysis.</p> <p>5. <i>Chapter 4 – Affected Environment and Environmental Consequences, Section 4.4</i> An enhanced map of the Adams County segment of ROW and relocations should be included in the FEIS. Careful considerations must be made when determining which homes will be purchased and which will be left in place. A detailed list of criteria for acquisition should be prepared and published.</p> <p>6. <i>Chapter 4 – Affected Environment and Environmental Consequences, Section 4.4 – Right-of-way and Relocations and 4.6 – Environmental Justice</i> A large number of residences in Adams County are proposed to be displaced. The majority of these homes are owned by low-income and minority populations. The owners will be compensated for their home value; however comparable homes may not be available. Has an evaluation of comparable, available housing in the area been completed?</p> <p>7. <i>Chapter 4 – Affected Environment and Environmental Consequences, Section 4.14</i> The Bald Eagle was removed from the threatened and endangered species list on June 26, 2007.</p> <p>8. <i>Chapter 4 – Affected Environment and Environmental Consequences, Threatened, Endangered, and Other Special Status Species, Table 4.14-17</i> A dry wildlife crossing at Big Dry Creek is by far the preferred option. An increase in the hydraulic capacity of the culvert at Big Dry Creek will result in increased discharges downstream, impacting other bridge and culvert crossings and will likely result in an increased flooding hazard.</p> <p>9. With regard to mitigation measures for the proposed reduction in Broadway access, additional directional signage will likely be insufficient in addressing these potential problems.</p> <p>10 Executive Summary Section:</p> <p>Neither the I-25/Broadway interchange reconfiguration eliminating access or potential floodway and drainage concerns are identified as unresolved Adams County issues.</p> <p style="text-align: right;">Page 19 of 20</p>	<p><b>Response to Comment #15-44:</b> Agreed. The referenced access road is not included in the Combined Alternative Package (Preferred Alternative).</p> <p><b>Response to Comment #15-45:</b> See response to Comment #15-2.</p> <p><b>Response to Comment #15-46:</b> Before the acquisition process of any acquisition of a total ownership that will result in displacement of the occupants, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, requires two relocation planning studies. One study is to survey the market to <i>ensure</i> that there is a sufficient inventory of similar types of properties that the displaced occupants can purchase or rent to relocate in to. The second study is to interview each displaced occupant to understand and document all of the unique considerations of their present circumstance and to understand what unique considerations need to be addressed in a relocation dwelling. If these studies indicate that there is not a sufficient inventory of similar types of properties that the displaced occupants can purchase or rent to relocate in to, taking into account all identified unique circumstances, then acquisition and displacement cannot move forward until the issue is addressed. These studies are not done until closer to acquisition because the residences and businesses in occupancy at the time of the actual acquisition/displacement activity may be very different than the residences and businesses in occupancy today.</p> <p><b>Response to Comments #15-47:</b> Comment noted. The bald eagle has been removed as a federally-listed endangered species in the FEIS.</p>

Commenter	Comment	Response to Comment
		<p><b>Response to Comment #15-48:</b>                      Comment noted.</p> <p>There is an assurance agreement between the city of Westminster and the UDFCD regarding maintaining the existing capacity of the Big Dry Creek crossing at US 36 to allow the existing US 36 drainage structure to act as a flow restricting structure.</p> <p><b>Response to Comment #15-49:</b>                      See response to Comment #15-11.</p> <p><b>Response to Comment #15-50:</b>                      Comment noted. More information has been added to the FEIS in Section 4.2, Land Use, Section 4.3, Economic Considerations, Section 4.5, Social Impacts and Community Facilities, and Section 4.10, Public Safety and Security, with relation to the Broadway access impacts. Drainage and floodplain impacts are covered in Section 4.20, Water Resources: Water Quality and Floodplains.</p>

Commenter	Comment	Response to Comment
<p>Comment #15-51</p> <p>Comment #15-52</p>	<div style="text-align: center;">  <p><b>Adams County Comments: US 36 Draft Environmental Impact Statement</b></p> <p>Submitted September 17, 2007</p> </div> <p><b>Broadway Interchange.</b> The direct and indirect impacts associated with the closure of the Broadway access from southbound I-25 have not been fully analyzed. Adams County has continuously requested an answer to the question, "what are the impacts on the local roads and neighborhoods if access from southbound I-25 to Broadway was eliminated?" This is not an unreasonable request for the Project Team to consider an appropriate level of analysis to answer this question. Furthermore, the County's alternative slip ramp concept was proposed in late 2005 and discussed in detail at the April 2006 staff-level meeting with the Project Team, but has never been addressed. The County fails to understand why accommodations are made for other stakeholder requests for additional analysis and to vary the build packages while our needs have both been met with avoidance of the issues. As legitimate unresolved issues for Adams County, appropriate Chapter(s) of the DEIS.</p> <p><b>Drainage and Floodplain Impacts.</b> Reference was made to the Boulder Floodplain Study introduced in the Executive Summary. The direct and indirect drainage and stormwater impacts associated with past, present and reasonably foreseeable projects, along with the potential impacts of the proposed project, should also be fully documented in the Draft EIS. This is necessary to fully disclose how development (including previous US 36 road expansion projects) has impacted the floodplain and drainage systems in the project area. Better understanding and identifying these actions will enable (both project and non-project) decisionmakers to plan for and take reasonable measures to improve the drainage system on both the local and regional levels.</p>	<p><b>Response to Comment #15-51:</b> See response to Comment #15-11 and Comment #15-50.</p> <p><b>Response to Comment #15-52:</b> Only selected issues were introduced in the Executive Summary. See response to Comment #15-50. The Boulder Floodplain Study was mentioned in the Executive Summary because it is currently under review and is not yet adopted by FEMA. Drainage impacts will be dealt with under CDOT MS4 permits during final design.</p>

Commenter	Comment	Response to Comment
<p>Boulder County, Department of Transportation, Commissioner Ben Pearlman                      Comment #16</p>	<div style="border: 1px solid black; padding: 10px;">  <p style="text-align: center;"><b>Transportation Department</b></p> <p style="text-align: center; font-size: small;">Port Office Box 471 • Boulder, Colorado 80506                      2045 13th Street • Boulder, Colorado 80302 • (303) 441-3900 • Fax: (303) 441-6594</p> <p>US36 Mobility Partnership                      C/O CDR Associates                      100 Arapahoe Ave. Suite 12                      Boulder, Colorado 80302                      September 17, 2007</p> <p>Dear Sir or Madam:</p> <p>This letter formally transmits Boulder County comments on the US36 Draft Environmental Impact Statement.</p> <p>We appreciate the diligent work and significant effort put forth by CDOT and the Consultant Team in working through the challenges associated with a corridor with a diversity of communities and coming up with an alternative that addresses the transportation problems and respects the needs and goals of those communities.</p> <p><b>Summary:</b> We believe that while elements of each alternative have merit, the preferred alternative that is identified in the Final Environmental Impact Statement and Record of Decision should be a hybrid of the two alternatives identified in the DEIS, modeled closely on the project proposed for the Urban Partnership program.</p> <p>We believe the improvements identified in the Urban Partnership agreement, developed and supported by all the communities in the corridor, RTD, and CDOT, provide a strong foundation for moving forward. This approach is a hybrid, which incorporates the HOT lane idea of alternative 2 and the buffer separated approach of alternative 4, while scaling down the total project to a level, which provides better cost benefit and minimizes impacts. The UPA should be the foundation of the preferred alternative ultimately identified in the Final EIS and Record of Decision.</p> <p>We particularly like the UPA alternative because it provides an environmentally sustainable and effective long term solution to mobility in the corridor while recognizing the fiscal realities that we are all facing.</p> <div style="display: flex; justify-content: space-between; font-size: x-small;"> <div> <p>Cindy Domenech County Commissioner</p> </div> <div> <p>Ben Paulman County Commissioner</p> </div> <div> <p>Will Toor County Commissioner</p> </div> </div> </div>	<p><b>Response to Comment #16-1:</b>                      Comment noted. The Combined Alternative Package (Preferred Alternative) contains elements of Package 2 and Package 4. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p>


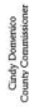





Commenter	Comment	Response to Comment
<p>Comment #16-2</p>  <p>Comment #16-3</p>  <p>Comment #16-4</p>  <p>Comment #16-5</p>  <p>Comment #16-6</p>  <p>Comment #16-7</p> 	<p>Page 2 Boulder County Comments</p> <p>We believe that the most important part of this alternative is the provision of high quality bus rapid transit. To achieve this there must be an effective direct connection from the Bus Rapid Transit lane to the Table Mesa Park and Ride. In addition, we would support a phased ROD, which would provide inline BRT stations as interchanges along the corridor are rebuilt.</p> <p>While the BRT rapid transit system will greatly improve transit mobility through the corridor, improvements to the local bus network and connecting routes is equally important. We support the Proposed Changes to Regional Transportation District Bus System Plan, specifically the improved peak and off-peak service on the "L" and DASH, and the two new routes through Louisville (229) and Lafayette (230).</p> <p>Construction and maintenance of a bikeway along and adjacent to US36 from the Table Mesa interchange needs to be implemented as an integral part of each phase, not as a separate phase that can be easily put off to the very end. Furthermore, the bikeway must be well integrated and connected into the regional bikeway network.</p> <p>To maximize the efficiency and effectiveness of any build alternative, the MCC and 36 Commuting Solutions support the funding and implementation of TDM strategies to mitigate congestion during construction and for the long-term system performance of the corridor. A detailed TDM plan, with clear funding commitments and timelines, should be built into the preferred alternative.</p> <p><b>Specific Comments:</b></p> <ol style="list-style-type: none"> <li><b>General Purpose Lanes:</b> There should be no new general purpose lanes between McCaslin and Table Mesa Drive. New general purpose lanes along US36 are inconsistent with the goals of Boulder County. Any improvement that widens the footprint into Boulder should use all possible design methods to reduce the impact to open space and parks land, and South Boulder Creek.</li> <li><b>US36 Climbing Lanes:</b> We are not opposed to one climbing eastbound from Table Mesa Drive to the top of Davidson Mesa, and westbound from McCaslin to the top of Davidson Mesa, however the climbing lanes should not be connected to accel/decel or other types of auxiliary lanes providing a continuous connection between either Table Mesa/Foothills parkway or to McCaslin. If climbing lanes are included, all possible feasible design elements should be included to reduce the footprint of the facility.</li> </ol> <p>Clayly Domestico County Commissioner</p> <p>Ben Paulsman County Commissioner</p> <p>Will Tabor County Commissioner</p>	<p><b>Response to Comment #16-2:</b> The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that includes BRT access to Table Mesa Drive that consists of a transition of the managed lane to a general-purpose lane at a point west of Cherryvale Road. This lane would change the regulatory designation from a managed to general-purpose lane resulting in the same configuration at 28<sup>th</sup> Street that exists today. This access requires only a one-lane traffic weave to the westbound US 36 BRT side-platform ramp.</p> <p><b>Response to Comment #16-3:</b> Comment noted.</p> <p><b>Response to Comment #16-4:</b> Elements of the bikeway are included in Phase 1 of the project. See detailed information in Chapter 8, Phased Project Implementation, for more information.</p> <p><b>Response to Comment #16-5:</b> Additional TDM information has been added to the FEIS. See Section 2.6, Package Descriptions.</p> <p><b>Response to Comment #16-6:</b> The Combined Alternative Package (Preferred Alternative) does not include new general-purpose lanes between McCaslin Boulevard and Table Mesa Drive. Attempts to avoid and minimize impacts to open space and parks along South Boulder Creek (as well as the entire corridor) have been incorporated into the FEIS. Further attempts to minimize impacts will continue to be considered as the project moves through final design.</p> <p><b>Response to Comment #16-7:</b> The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that includes one new climbing lane in each direction, extending westbound from McCaslin Boulevard and eastbound from Foothills Parkway/Table Mesa Drive to the top of Davidson Mesa, as well as one bus-only auxiliary lane in each direction extending westbound to Foothills Parkway/Table Mesa Drive and eastbound to McCaslin Boulevard from the top of Davidson Mesa. The bus-only auxiliary lane would only be constructed if and when specific triggers, agreed upon by the PAC, are met. See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, for more details.</p>

Commenter	Comment	Response to Comment
<p>Comment #16-8</p> <p>Comment #16-9</p> <p>Comment #16-10</p> <p>Comment #16-11</p> <p>Comment #16-12</p>	<p>Page 3 Boulder County Comments</p> <p>3. HOV Access from McCaslin Blvd.: Access from the McCaslin Interchange by HOV's to and from HOV/Express Lanes between Louisville and Boulder must be convenient and effective. As currently proposed, there is no incentive for commuters from Louisville to Boulder to use the carpool lanes since there is no access to the HOV lane from McCaslin, and HOV's would have to cross several lanes of traffic to access the HOV lane.</p> <p>4. Direct Connection of BRT to Table Mesa Park and Ride: There must be an effective direct connection from the Bus Rapid Transit lane to the Table Mesa Park and Ride. We are open to evaluating creative solutions to making this direct connection, however there must be a convenient and direct connection from the BRT to the Table Mesa Park and Ride.</p> <p>5. BRT Station Access: Centerline BRT stations should be implemented as interchanges are reconstructed and Fastracks is implemented along the corridor.</p> <p>6. Bikeway: Construction and maintenance of a bikeway along and adjacent to US36 from the Table Mesa Interchange needs to be implemented as an integral part of each phase, not as a separate phase that can be easily put off to the very end. Furthermore, the bikeway must be well integrated and connected into the regional bikeway network and include safe connections and crossings of US36, including at the current cattle crossing at Avista Hospital, the Coal Creek Trail, and the cattle crossing west of the Overlook Pull-Off. In addition, the DEIS should also address connections to South 88<sup>th</sup> Street, Cherryvale Road, and the Table Mesa interchanges, as well as the connections between the bike path and transit stations along the entire corridor. Finally, we believe the footprint of the bike path will be smaller with the hybrid alternative, especially if it incorporate structural elements, than with either of the alternatives analyzed in the DEIS.</p> <p>7. Local System Impacts: The next steps in the EIS must include a specific analysis of the impacts of the preferred alternatives on the local transportation system using more detailed subregional transportation modeling, as well appropriate mitigation of those impacts.</p> <p>Cady Domeneo County Commissioner</p> <p>Ben Peurman County Commissioner</p> <p>Will Toor County Commissioner</p>	<p><b>Response to Comment #16-8:</b> See response to Comment #13-2.</p> <p><b>Response to Comment #16-9:</b> The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that does not extend the managed lane all the way to the Table Mesa park-n-Ride. Instead, it includes a transition of the managed lane to a general-purpose lane at a point west of Cherryvale Road. This lane would change the regulatory designation from managed to general-purpose, and would result in a continuous through lane to 28<sup>th</sup> Street. This configuration would require only one-lane change for buses to access the westbound US 36 BRT side-platform ramp.</p> <p>The configuration of the Combined Alternative Package (Preferred Alternative) requires westbound buses traveling from McCaslin Station to the Table Mesa Station to make one lane change in addition to the merge at the end of the climbing lane.</p> <p><b>Response to Comment #16-10:</b> As part of Combined Alternative Package (Preferred Alternative) development, BRT stations are located on the side ramps, not in the median.</p> <p>For information on when stations will be implemented, refer to Chapter 8, Phased Project Implementation.</p> <p><b>Response to Comment #16-11:</b> See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p>The current design for the bikeway through Boulder County does include grade separations under Cherryvale Road, McCaslin Boulevard, and 88<sup>th</sup> Street. Additionally, bikeway connections are provided to the Table Mesa and McCaslin park-n-Rides, Table Mesa Drive, South Boulder Creek Trail, McCaslin Boulevard, Coal Creek Trail, and the cattle crossing at Avista Hospital. However, it does not include bikeway access to Cherryvale Road, 88<sup>th</sup> Street, or the Davidson Mesa Scenic Overlook.</p>

Commenter	Comment	Response to Comment
		<p>The bikeway will continue to be refined as the engineering of the project advances through final design.</p> <p>For information on when the bikeway will be implemented, refer to Chapter 8, Phased Project Implementation.</p> <p><b>Response to Comment #16-12:</b></p> <p>The analysis conducted as part of the EIS meets NEPA requirements. This analysis, impacts, and mitigation is discussed in Chapter 3, Transportation Impacts and Mitigation. Federal agencies require that NEPA analysis use the approved regional travel demand model and not sub-regional models.</p>

Commenter	Comment	Response to Comment
<p>Comment #16-13</p> <p>Comment #16-14</p> <p>Comment #16-15</p> <p>Comment #16-16</p> <p>Comment #16-17</p>	<p>Page 4 Boulder County Comments Continued</p> <p>8. <b>Local Transit Service:</b> While the BRT rapid transit system will greatly improve transit mobility through the corridor, improvements to the local bus network and connecting routes is equally important. We support the Proposed Changes to Regional Transportation District Bus System Plan as detailed on page 2.5-13, specifically the improved peak and off-peak service on the "L" and DASH, and the two new routes through Louisville (229) and Lafayette (230).</p> <p>9. <b>Transportation Demand Management (TDM):</b> To maximize the efficiency and effectiveness of any build alternative, support for ongoing and continuous funding and implementation of TDM strategies to mitigate congestion during and after construction for the long-term system performance of the corridor.</p> <p>10. <b>Air Quality/Energy/Global Climate Change:</b> The Denver metropolitan area and Northern Colorado is, or soon will be, designated nonattainment for ozone. The EPA is considering lowering the federal air quality standard for small particulate matter at a level that could put the Denver/Boulder area in nonattainment. In addition, other pollutants of concern include toxic air emissions as well as greenhouse gases. All of these forces and trends provide important reasons to include all possible strategies to reduce emissions of these pollutants of concern. To that end, we recommend selecting a preferred alternative that provides and encourages the use of less polluting modal choices in a convenient manner. In addition, mitigation should be included that commit to using clean burning fuels, bio-fuels, and other technologies that reduce emissions of critical pollutants and reduce our reliance on carbon based fuels.</p> <p>11. <b>Noise:</b> 39 single family homes and 10 multifamily homes in Boulder are affected by excessive noise levels, the majority between Table Mesa Drive and Baseline Road. Though the proposed physical improvements to the roadway are not along this section of highway, we encourage you to address noise impacts to these homes through all feasible measures.</p> <p>12. <b>Biological Resources/Wildlife:</b> The DEIS documents the environmental sensitivity of the open space between McCaslin Blvd. and the City of Boulder. It is critical that all feasible design elements to reduce the footprint of the proposed improvements be included both during and after construction. Losses of open space/natural habitat should be replaced with the habitat of equal or greater value. Special attention should be paid to ensure that the existing wildlife corridors are maintained and improved through the use of bridges to replace culverts, and where culverts are required, the use of bottomless culverts that facilitate wildlife passages.</p> <p>Clayly Drenth County Commissioner</p> <p>Ben Puchner County Commissioner</p> <p>Will Thor County Commissioner</p>	<p><b>Response to Comment #16-13:</b> Comment noted.</p> <p><b>Response to Comment #16-14:</b> See response to Comment #16-5.</p> <p><b>Response to Comment #16-15:</b> The Combined Alternative Package (Preferred Alternative), which has been developed as the Preferred Alternative in conjunction with local governments in the corridor, would encourage the use of less polluting modal choices by providing managed lanes to accommodate the majority of the additional capacity added to US 36. No new general-purpose lanes would be added, and the continuous auxiliary lane added in each direction would improve operations on the highway, reducing congestion and resulting emissions from vehicles.</p> <p>In addition, RTD has committed to the following with its bus fleet:</p> <ul style="list-style-type: none"> <li>• Adding efficient electronic engine controls and fuel injections</li> <li>• Purchasing buses with particulate filters on the exhaust</li> <li>• Using low-sulfur diesel fuel</li> <li>• Testing bio-diesel fuel</li> <li>• Implementing a 3-minute bus idle limit</li> <li>• Testing and implementing, as appropriate, hybrid electric buses</li> <li>• Additional mitigation commitments have been added to Table 4.22-2, Mitigation Measures – Construction, regarding construction practices that help reduce emissions.</li> </ul> <p><b>Response to Comment #16-16:</b> As mentioned, physical improvements do not extend to Baseline Road. Therefore, noise impacts and mitigation measures in this area were not considered. However, sound walls are proposed for the area between Foothills Parkway/Table Mesa Drive and Bear Creek. See Section 4.13, Noise, for more information.</p>

Commenter	Comment	Response to Comment
	<p>Page 5 Boulder County Comments</p> <p>Thank you for consideration of these comments. We look forward to continuing our close coordination on this critical effort to improve transportation in the US36 Corridor.</p> <p>Sincerely, /s/  Ben Pearlman, Chair Boulder County Commissioners</p> <p> Cary Domenico County Commissioner</p> <p> Ben Pearlman County Commissioner</p> <p> Will Toor County Commissioner</p>	<p><b>Response to Comment #16-17:</b></p> <p>The project will avoid and minimize impacts to sensitive habitat as much as possible and practicable in design and during construction. If impacts occur, the project will comply with all applicable federal, state, and local mitigation policies. Mitigation efforts will take into account the importance of wildlife corridors and connectivity.</p>

Commenter	Comment	Response to Comment
<p>City of Boulder, Mayor Mark Ruzzin Comment #17</p>	<div style="border: 1px solid black; padding: 10px;"> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p><b>CITY OF BOULDER</b> CITY COUNCIL OFFICE</p> </div> <div style="width: 50%;"> <p>September 17, 2007</p> <p>U.S. 36 Mobility Partnership c/o CDR Associates Attention: Andrea Meneghel 100 Arapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p><b>Re: Comments to the U.S. 36 Draft Environmental Impact Statement</b></p> <p>Dear Mr. Meneghel:</p> <p>On behalf of the City of Boulder, I am submitting the following comments to the U.S. 36 Draft Environmental Impact Statement ("DEIS"). I am aware of the joint comments which have been submitted by the U.S. 36 Mayors and Commissioners Coalition ("MCCC") and 36 Commuting Solutions. The city fully supports those comments, reiterates many of them below, but goes beyond those comments to expand on issues of particular concern to the city.</p> <p>The city's comments are organized by general theme and supported by detailed comments, included as <b>Attachment A</b>, that cross-reference specific sections of the DEIS. For purposes of simplicity and consistency, the comments refer to the same acronyms and abbreviations used in the DEIS, all of which are summarized on page xxvii of Volume 1 of that document.</p> <p><b>CRITERIA</b></p> <p>The city believes the following criteria should be used to identify a preferred alternative:</p> <ul style="list-style-type: none"> <li>• Existence of multi-modal options including:                             <ul style="list-style-type: none"> <li>◦ Facilities, service, and continuous restricted lanes for BRT in each direction of the highway from the Table Mesa park-n-ride to the intersection of I-25;</li> <li>◦ Continuous lanes available for carpooling in each direction;</li> <li>◦ Avoidance of any new general purpose lanes west of McCaslin;</li> <li>◦ Comprehensive transportation demand management strategies; and;</li> <li>◦ Continuous and fully functional bikeway with grade separation.</li> </ul> </li> <li>• Existence of prioritization for BRT and HOV users on any managed lanes;</li> </ul> <p style="font-size: small; text-align: right;">P.O. Box 791 • Boulder, Colorado 80506-0791 • (303) 441-3002 • Fax: (303) 441-4478 • www.bouldercolorado.gov Printed on Recycled Paper ♻️</p> </div> </div> </div>	<p><b>Response to Comment #17-1:</b> The Combined Alternative Package (Preferred Alternative) contains elements of Package 2 and Package 4 and has many of the features noted (e.g., buffer-separated managed lanes, interchange improvements, BRT stations, and a bikeway). See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, of the FEIS for more details.</p> <p>Mitigation will be implemented as the impacts are constructed and will take into account the quantity and quality of affected resources. See Chapter 8, Phased Project Implementation, for a discussion on phasing, impacts, and mitigation.</p> <p>For information on the laneage into Boulder, refer to Section 2.7, Resolution of Issues, and the response to Comment #16-9.</p>

Commenter	Comment	Response to Comment
<p>Comment #17-1 (cont.)</p>	<p>• Long-term vision to manage the system performance of the corridor, and, Carpool and managed lane access needs as identified by local jurisdictions.</p> <p>• Comprehensive and ecologically meaningful compensatory mitigation for impacts to natural resources.</p> <p><b>SUPPORT FOR HYBRID ALTERNATIVE</b></p> <p>The city supports a hybrid alternative that meets the above criteria and that is informed by the project developed and submitted in April 2007 to the USDOT in the MCC's Urban Partnership Agreement ("UPA") application. Key elements of this hybrid alternative include:</p> <ul style="list-style-type: none"> <li>• One buffer separated lane in each direction for carpools, vanpools and buses to travel free and SOV's to pay a toll that varies according to congestion levels. Any capacity improvements to US 36 must accommodate all modes of travel from I-25 to Foothills Parkway/Table Mesa Drive. The FEIS should determine how the lane terminates and its transition to the Table Mesa park-n-ride and the existing highway footprint at Foothills/Table Mesa Drive so that bus travel time is not compromised.</li> <li>• Construction of as many in-line BRT stations as funded by FasTracks and as individual interchanges are reconstructed, modified, or replaced.</li> <li>• Reconstruction of interchanges to new design standards in order to replace existing infrastructure. These are critical to improved access to our communities at Broadway, Pecos, Federal, Sheridan/92nd, Church Ranch/104th, Wadsworth, McCaslin, and Foothills Parkway/Table Mesa Drive.</li> <li>• A bikeway facility adjacent to US 36 configured as an off-street, separated multi-use path within or adjacent to the existing right of way of US 36 implemented as part of each project phase.</li> <li>• Implementation of mitigation measures, as phases are completed, and in full coordination with local governments.</li> </ul> <p><b>PHASING</b></p> <p>The city recognizes the significant challenges to identifying the funding necessary to fully implement any solution for the corridor. For this reason, it supports development of implementation phases that identify minimum operable segments which may reasonably be expected to be funded. To ensure the greatest environmental benefit, compensatory mitigation for environmental impacts should be implemented in phases, but as part of a comprehensive mitigation plan.</p> <p><b>NEW GENERAL PURPOSE LANES</b></p> <p>The west-end of U.S. 36 functions as a transition zone from highway US 36 to regional arterials (Table Mesa, 28<sup>th</sup> Street and Foothills Parkway) into the Boulder community. It is essential that this transition be managed in a way that supports mode choice and limits impacts by new traffic on the local street system. Therefore, the city supports the creation of new acceleration/deceleration lanes from McCaslin to Table Mesa, but does not support the construction of new general purpose lanes westbound on this section of U.S. 36. General</p>	<p>For information on TDM and the bikeway, see the Combined Alternative Package (Preferred Alternative) description in Section 2.6. Also, see the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p>CDOT looks forward to continuing to coordinate with the City of Boulder through the final design process whenever possible.</p>
<p>Comment #17-2</p>	<p><b>NEW GENERAL PURPOSE LANES</b></p> <p>The west-end of U.S. 36 functions as a transition zone from highway US 36 to regional arterials (Table Mesa, 28<sup>th</sup> Street and Foothills Parkway) into the Boulder community. It is essential that this transition be managed in a way that supports mode choice and limits impacts by new traffic on the local street system. Therefore, the city supports the creation of new acceleration/deceleration lanes from McCaslin to Table Mesa, but does not support the construction of new general purpose lanes westbound on this section of U.S. 36. General</p>	<p><b>Response to Comment #17-2:</b>          Comment noted. See Chapter 8, for a discussion on phasing, impacts, and mitigation.</p>
<p>Comment #17-3</p>	<p><b>NEW GENERAL PURPOSE LANES</b></p> <p>The west-end of U.S. 36 functions as a transition zone from highway US 36 to regional arterials (Table Mesa, 28<sup>th</sup> Street and Foothills Parkway) into the Boulder community. It is essential that this transition be managed in a way that supports mode choice and limits impacts by new traffic on the local street system. Therefore, the city supports the creation of new acceleration/deceleration lanes from McCaslin to Table Mesa, but does not support the construction of new general purpose lanes westbound on this section of U.S. 36. General</p>	<p><b>Response to Comment #17-3:</b>          The Combined Alternative Package (Preferred Alternative) does not include new general-purpose lanes between McCaslin Boulevard and Table Mesa Drive. However, it does include one climbing lane westbound from McCaslin Boulevard, and one climbing lane eastbound from Table Mesa Drive to the top of Davidson Mesa. The Preferred Alternative generally has a narrower footprint than Package 2 or Package 4. For information on the specific environmental impacts associated with the Combined Alternative Package (Preferred Alternative), see the individual resource sections in Chapter 4, Affected Environment and Environmental Consequences, of the FEIS.</p>

Commenter	Comment	Response to Comment
<p>Comment #17-3 (cont.)</p> <p>Comment #17-4</p>	<p>purpose lanes are not consistent with the goals and policy direction of the city's Transportation Master Plan or our Climate Action Plan. Furthermore, the street system in Boulder does not have adequate capacity to accommodate significant new traffic. Finally, the environmental impacts of additional lanes should be avoided whenever possible.</p> <p>The city questions both the inputs to, and the use of, the regional model used to predict travel demand. For example, the expected travel demand depends on the land use inputs which look questionable. Also, while the regional model is a required element within NEPA and provides benefit to evaluating the overall regional function of the US 36 corridor, the regional model is not an adequate tool on this more micro-level for determining the design and impacts on highway and local traffic patterns. The city requests that other factors and tools be used to further evaluate the transition of this segment of highway to the local street network in Boulder in the FEIS process. In this regard, suggestions for further analysis are described below under the section, "Sufficiency of Environmental and Community Impacts."</p> <p><b>HOT LANES</b></p> <p>The city is supportive of the concept of HOT lanes as their use focuses on congestion management and benefits mode choice, both essential elements of the city's transportation policy. Deployment of HOT lanes must support expanding travel choices for BRT and free HOV, as well as allowing pricing to help manage improved performance of the corridor. Specifically, SOV access should be managed through variable pricing to assure that HOV and transit travel is not unreasonably impeded, no toll should be charged for HOV or transit, social equity issues should be addressed through the appropriate reinvestment of toll revenues in transit in the corridor, and, access to the managed lanes should not create unreasonable adverse impacts to corridor communities.</p> <p><b>BRT</b></p> <p>The city supports facilities, service, and continuous restricted lanes for BRT in each direction of the corridor, from the Table Mesa park-n-Ride to the intersection of I-25. The RTD plans incorporated by reference into the FasTracks ballot measure called for BRT lanes, not just bus service, to connect to the Table Mesa park-n-Ride. Therefore, any preferred alternative that requires BRT to share general purpose lanes at the west-end of the corridor is entirely unacceptable. The discontinuity of a dedicated lane decreases predictable travel times for the entire corridor.</p> <p><b>BIKEWAY</b></p> <p>The city supports the bikeway being included in an early construction phase. Specifically, it supports a safe and functional alignment parallel to US 36. Maintenance responsibilities should be identified in the FEIS. Crossings should be grade-separated, with safe and convenient access to surface streets and local pathway networks. Furthermore, the bikeway should be phased in through redevelopment opportunities as the corridor develops.</p> <p style="text-align: center;">3</p>	<p><b>Response to Comment #17-4:</b></p> <p>As noted, federal agencies require that NEPA analysis use the approved regional travel demand model. Analysis of impacts based on sub-regional models is beyond the scope of this project. Land use inputs are provided by the local agencies to DRCOG.</p> <p><b>Response to Comment #17-5:</b></p> <p>The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that includes one managed lane in each direction. The managed lanes do not extend all the way to the Table Mesa park-n-Ride. Instead, it includes a transition of the managed lane to a general-purpose lane at a point west of Cherryvale Road. This lane would change the regulatory designation from managed to general-purpose, and would result in a continuous through lane to 28<sup>th</sup> Street. For information on the intent, use and equity of the tolled facility (managed lanes) see the general funding response.</p> <p><b>Response to Comment #17-6:</b></p> <p>The Combined Alternative Package (Preferred Alternative) includes the bikeway alignment parallel to US 36. The current design for the bikeway through Boulder does include grade-separations under Cherryvale Road, and over South Boulder Creek. Additionally, bikeway connections are provided directly to the pedestrian overpass at the Table Mesa park-n-Ride, and to Table Mesa Drive (west of Loop Drive) and the South Boulder Creek Trail. However, it does not include direct bikeway access to Foothills Parkway, South Boulder Road, or Cherryvale Road. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume for more details.</p>



Commenter	Comment	Response to Comment
<p>Comment #17-6 (cont.)</p>	<p>The city supports the US 36 alignment for the bikeway between Cherryvale and Table Mesa, rather than the Cherryvale Road/South Boulder Road alignment. The city is acutely aware of the trade-offs involved in the decision, given the high ecological value of the open space lands which will be impacted. However, it has decided that the parallel alignment better serves the transportation-related goals of the project. Increasing bicycling and walking in our community also provides important environmental benefits.</p> <p>The city would like to stress the importance of ongoing design refinements to reduce the environmental impacts of the parallel alignment, ideally making them equal to or less than the impacts of the South Boulder/Cherryvale Road alignment; and a coordinated as well as ecologically meaningful approach to mitigate wetland, 4(f), and threatened species impacts. In particular, the city requests the following:</p> <ul style="list-style-type: none"> <li>• Minimization of the bikeway footprint and any associated infrastructure. This could include barrier rather than berm separation, the use of boardwalks; co-locating the bikeway with retaining wall access routes, and other strategies. Compromises to the aesthetics of the bikeway may be acceptable as long as functionality and safety are maintained.</li> <li>• Specific facility designs to avoid particularly sensitive areas (e.g. detention pond siting and shape; bikeway routing).</li> <li>• Inclusion of structures and materials to improve environmental conditions (e.g. culvert design to aid in animal dispersal, construction of underpasses specifically for wildlife, permeable hard surfaces for bikeways and other green trail design techniques)</li> </ul> <p>The bikeway and pedestrian connections should be included in all further design work on the US 36 corridor in order to insure good integration, to understand and mitigate impacts, and for the sake of efficiency. The city has provided additional detailed comments on this issue included in Attachment B.</p> <p><b>SOUTH BOULDER CREEK FLOODPLAIN</b></p> <p>The design issues which look at how the BRT lanes and other roadway improvements will be incorporated into the Table Mesa/foothills/US 36 interchange are located at a critical point in the South Boulder Creek Floodplain. This is a key location that is essential to the potential mitigation of flood impacts in the West Valley of South Boulder Creek. Review of these design issues should include consideration of existing West Valley flood impacts and mitigation alternatives. Money has been budgeted in the city's Stormwater and Flood Management Utility fund to begin flood mitigation planning in early 2008. Also, the city submitted flood plain mapping results to FEMA on Aug. 23<sup>rd</sup> of this year. The city understands that FEMA will take 9 to 12 months to review these results. As the US 36 project continues through its design and approval phases, the city will request that the project team coordinate the interchange portion of the project with the new flood mapping study results and FEMA. Overall, the city would prefer that any flood issues be improved and, at a minimum, not made worse.</p>	<p>Efforts to minimize the impacts of all project components, including the bikeway, are being incorporated. These include the impacts to sensitive ecological areas and wildlife. Mitigation to further reduce the environmental impacts, including those listed in the comment, are included for the project. Efforts to further minimize impacts to resources will continue through final design. For more information on the biological impacts and mitigations refer to Appendix D, Programmatic Biological Assessment.</p> <p>CDOT practice identifies maintenance of bikeways as a responsibility of the local jurisdiction. Details about maintenance are negotiated through an Intergovernmental Agreement (IGA). An IGA will be negotiated with the various US 36 corridor local jurisdictions for maintenance of the US 36 bikeway. The text in Section 2.6, clarified this arrangement.</p>
<p>Comment #17-7</p>	<p><b>Response to Comment #17-7:</b></p> <p>Due to the nature and overall complexity of the South Boulder Creek floodplain issues, the roadway profile in the area affected by the floodplain will not be changed. The South Boulder Creek bridge will need to be widened to accommodate the build package alternatives. The channel within the US 36 ROW will be modified to make up for the impacts of the wider bridge. CDOT will work with the city and county of Boulder to minimize/eliminate impacts to the floodplain. Pending FEMA approval of the new floodplain study and subsequent plans for flood control by the city, Boulder County, and the UDFCD, the final elevation of the highway may need to be modified. While it is uncertain what the final design in the flood zone will be, CDOT will make every effort to, at a minimum, maintain the current conditions. When FEMA adopts the results of the new floodplain study, the information will be incorporated into the project. (Also see Section 2.7.)</p>	<p><b>Response to Comment #17-7:</b></p> <p>Due to the nature and overall complexity of the South Boulder Creek floodplain issues, the roadway profile in the area affected by the floodplain will not be changed. The South Boulder Creek bridge will need to be widened to accommodate the build package alternatives. The channel within the US 36 ROW will be modified to make up for the impacts of the wider bridge. CDOT will work with the city and county of Boulder to minimize/eliminate impacts to the floodplain. Pending FEMA approval of the new floodplain study and subsequent plans for flood control by the city, Boulder County, and the UDFCD, the final elevation of the highway may need to be modified. While it is uncertain what the final design in the flood zone will be, CDOT will make every effort to, at a minimum, maintain the current conditions. When FEMA adopts the results of the new floodplain study, the information will be incorporated into the project. (Also see Section 2.7.)</p>

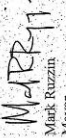
Commenter	Comment	Response to Comment
<p>Comment #17-8</p>	<p><b>TRANSPORTATION DEMAND MANAGEMENT</b></p> <p>The city supports incorporating TDM as both a construction management technique as well as a long-term programmatic part of the corridor package. TDM will assist in maintaining good performance from the corridor in the near and far term. Programs such as Eco Pass, University Pass, telecommuting, flex-time and other strategies are cost-efficient strategies for getting the most effective transportation performance from the corridor.</p> <p>According to the T-REX Transportation Expansion TDM Program Handbook (2006) produced by UrbanTrans:</p> <p><i>"The successful integration of TDM into the T-REX project through the TransOptions program demonstrates a clear opportunity for major corridor construction projects throughout North America. Future TDM programs should be considered early in the planning process and should respond to the specific needs of the corridor. Adequate funding should be set aside to establish program partnership and to market and implement the various program elements." (p. 18)</i></p> <p>Effective TDM implementation can significantly reduce vehicle trips through the construction zone thus minimizing travel delay and loss of economic productivity in the affected area. Major construction projects provide a great opportunity to implement employee-based TDM programs which continue operating after construction has been completed thus contributing to the meeting of long-term transportation and air quality goals. Throughout the country, local and state governments are supporting or requiring that TDM programs be incorporated into construction projects. For example, Washington State DOT sets aside 1 percent of funds for TDM mitigation or calculates the number of vehicle trips that are needed to be reduced and determines how much of an investment is required to meet the trip reduction goal. Attachment C provides examples from across the country of construction projects with significant TDM components.</p> <p>The DEIS fails to adequately address and allocate funding for the TDM mitigation element of the during the US 36 construction project. To adequately address the problem, there must be a specific line item added to the budget to provide a funding commitment for a TDM mitigation plan. If the same proportion of TDM funding to total funding that was used for the T-REX project were applied to the US 36 project, approximately \$4 million would be set aside for the planning, implementation and evaluation of the TDM program.</p> <p>If the project is divided into phases, there should be a specific TDM Plan and budget for each phase and for each construction phase, the TDM Plan should have three essential stages:</p> <ul style="list-style-type: none"> <li>• Pre-construction Planning</li> <li>• Construction Phase Implementation and</li> <li>• Post-construction Evaluation and Maintenance</li> </ul> <p>A description of recommended plan elements for each of these phases is included as Attachment D.</p> <p style="text-align: right;">5</p>	<p><b>Response to Comment #17-8:</b></p> <p>Comment noted. See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, for more information on TDM.</p>

Commenter	Comment	Response to Comment
<p>Comment #17-9</p> <p>Comment #17-10</p>	<p><b>CONSISTENCY WITH ESTABLISHED PLANS, CODES, REGULATIONS AND POLICIES</b></p> <p>The FEIS should recognize and incorporate city policies established through existing master plans such as the Boulder Valley Comprehensive Plan, the city Transportation Master Plan ("TMP"), the Climate Action Plan, adopted goals and policies for the Transit Village Area Plan, and city's approved plans guiding the use and management of Open Space and Mountain Parks. In addition, it should require explicit compliance with City of Boulder codes, regulations and policies.</p> <p>Various sections of the DEIS contain incomplete analysis of impacts and potential mitigation for issues such as environmental impacts including noise and vibration and impacts to wetlands, threatened species and habitat for prairie dogs and other native plants and animals on Open Space, travel time benefits for various modes, and impacts on affected street systems. In estimating transportation impacts, local plans (such as the TMP), conditions, and current and projected travel mode splits must be incorporated into modeling and analysis, rather than solely relying on regional models and predictions.</p> <p><b>SUFFICIENCY OF ANALYSIS OF ENVIRONMENTAL AND COMMUNITY IMPACTS</b></p> <p>Examples of further analysis needed are listed below, and detailed more comprehensively in Attachment A.</p> <ul style="list-style-type: none"> <li>The evaluations should include consideration and suggested improvements for multimodal systems including major existing transit facilities adjacent to the University of Colorado at Boulder and 14<sup>th</sup> and Walnut.</li> <li>There are several technical reports referred to throughout the DEIS, and highlighted in Attachment A, that are not included or made available as part of the DEIS. This information is needed as part of the FEIS.</li> <li>The FEIS needs to address a more complete analysis of BRT components.</li> <li>Further analysis is necessary to evaluate how to provide a continuous travel advantage for HOVs all the way to Table Mesa, as well as from McCaslin Boulevard to Table Mesa.</li> <li>Further analysis is needed regarding the possibility of tolling SOVs. Specifically, the having tolling revenue support alternative modes of transportation must be evaluated and reported to the public prior to selecting a preferred alternative.</li> <li>Incorporate local traffic data into the regional data to better understand modeling at drop ramp locations and the impacts to the local street network.</li> <li>The analysis in section 3.4-2 should include the potential carrying capacity for transit.</li> <li>When reporting travel time savings for transit, it should be reported in terms of person time savings, not vehicle time savings. Otherwise, it discounts the value of transit time savings relative to auto time savings.</li> <li>Projected transit service levels should be identified, as these have a tremendous impact on transit ridership and are essential to accurately estimating transit ridership.</li> <li>The safety analysis in section 3.4-29 should include the safety of the BRT weave.</li> </ul> <p style="text-align: center;">6</p>	<p><b>Response to Comment #17-9:</b></p> <p>City policies established through existing master plans in the Boulder area have been discussed in Section 4.2, Land Use. Specifically, the Boulder Transportation Master Plan, the Boulder Valley Comprehensive Plan, the City of Boulder Transportation Climate Action Plan, and the Boulder Transit Village Area Plan are discussed in the section and are summarized in tables in this section.</p> <p>Local jurisdiction design standards and codes were used and incorporated into the proposed arterial improvements.</p> <p>Improvements to US 36 are appropriately consistent with CDOT and American Association of State Highway and Transportation Officials (AASHTO) design standards.</p> <p>The analysis conducted for this project is sufficient to satisfy NEPA requirements. Federal agencies require that NEPA analysis use the approved regional travel demand model and not sub-regional models. Also see response to Comment #16-12.</p> <p><b>Response to Comment #17-10:</b></p> <p>The analysis presented in the FEIS is sufficient to meet the needs of NEPA. Responses to these summarized points listed in the comment are addressed in detail in the response to Comment #17-15 through Comment #17-112 (for Attachment A) below.</p>

Commenter	Comment	Response to Comment
<p>Comment #17-10 (cont.)</p>	<p>Further analysis is needed to determine the possibility of retaining walls to reduce impact to refuge values in the Boulder Segment.</p> <ul style="list-style-type: none"> <li>The analysis used to support design recommendations and impact assessment of the two build alternatives needs to be refined to better reflect the accuracy of the data and better inform significant design decisions. Specifically the city requests that the analysis:                     <ul style="list-style-type: none"> <li>Use a scenario approach to better reflect the accuracy of the model outputs (+/-10% error bars) and bound the range potential futures; and</li> <li>Use micro-simulation techniques to more accurately analyze and design the auxiliary lanes between the McCaslin Boulevard and Foothills Parkway/Table Mesa Drive and the appropriate treatment for connecting the BRT lanes to the Table Mesa park-n-Ride</li> </ul> </li> </ul> <p>A review of the transportation model validation shows that the model is not accurately predicting travel in the Boulder Valley. Predicted vehicle travel demand is over predicted (-11% on U.S. 36 and -16% for travel into and out of the Boulder Valley) while transit travel demand is significantly under predicted (-41% on U.S. 36 and -30% for Boulder study area). In addition, the model is not adequately calibrated to give meaningful results in the internal City of Boulder streets. Examples include over predicting travel on Foothills Parkway (15% to 20%) and under predicting travel on 30th Street and Baseline Road (-60% to -70%).</p> <p>In Chapter 3 - Transportation Impacts, the DEIS attempts to quantify and propose mitigation of local street impacts of the build alternatives. The standard used to assess reasonable impact and mitigation was less than one letter grade degradation in level of service or for intersections at level of service F, less than a 15% increase in delay. The 15% standard is arbitrary, has no rational operational basis or foundation in current industry practice or guidelines. In addition the methodology used to measure the degradation on a total intersection level of service basis instead of the individual movement is not appropriate.</p> <p>The analysis concludes that the impacts can be reasonably handled with minimal mitigation. This conclusion does not make sense based on the existing system operation. Based on this concern, the city requests a review of the travel demand forecast and analysis assumptions.</p> <p><b>MITIGATION PLAN</b></p> <p>The city recognizes that this entire project will impact valuable open space lands and significant resources such as wetlands, riparian areas, creeks, prairie dog colonies, threatened plant and animal species and 4(f) properties. The city is interested in collaborating on an environmental mitigation plan that includes:</p> <ul style="list-style-type: none"> <li>Ongoing efforts to minimize the impacts of the project during design, refinement inclusive of the specific bikeway mitigation suggestions made above.</li> <li>Comprehensive mitigation planning to integrate specific commitments consistent with the range of measures described in the DEIS (e.g. table 4.14-17).</li> </ul>	<p><b>Response to Comment #17-11:</b></p> <p>Conceptual mitigation plans for impacts to ecological resources are included in the FEIS as a part of the resource documentation. See Appendix D and Appendix C, Section 404(b)(1) Evaluation. A coordination effort is included in these conceptual mitigation plans to combine resource mitigation where possible to achieve overall improvement of the ecological system (i.e., wetlands and threatened and endangered species).</p>

Commenter	Comment	Response to Comment
<p>Comment #17-11 (cont.)</p>	<p>• Providing compensatory mitigation for systemic improvements to the South Boulder Creek floodplain ecological system rather than small isolated mitigation projects. Systemic improvements could consist of environmental engineering to improve channel structure, connectivity for aquatic organisms/fish passage, and water quality, etc.</p> <p>Mitigation strategies should be identified for each potential phase of the improvements. Funding for compensatory mitigation should be identified and made available early in the process in order to begin acquiring key parcels as soon as possible.</p> <p>The city recommends that the mitigation plan be a component of the FEIS and integrated with the Preliminary Biological Assessment, compensatory mitigation requirements of the NEPA/404 Merger Process and Agreement, 4(f) requirements and compliance with other appropriate CDOT policies (e.g. wetlands, prairie dogs) and applicable environmental requirements of affected municipalities along the corridor.</p> <p><b>PROJECT BOUNDARY</b></p> <p>While the project area boundary is described expansively in Figure FS-2, the project description is more narrowly defined throughout the DEIS as ending at Foothills Parkway/ Table Mesa. Service, traffic, and noise impacts occur through the community and need to be analyzed up to Baseline.</p> <p><b>CONTEXT SENSITIVE DESIGN</b></p> <p>The DEIS references the use of context sensitive design. The City of Boulder fully supports this approach for balancing transportation and community needs. However, the DEIS does not demonstrate the full application of these principles, particularly in the transition into the city where context sensitive design would be most applicable. From the city's open space area, US 36 needs to transition from a freeway facility to an urban arterial in a fully developed area. North of Table Mesa Drive is a largely residential area where existing single family housing is adjacent to both sides of the roadway. North of the Bear Creek drainage the land use context transitions into higher density residential and commercial uses, including the Bear Creek Apartments, Williams Village student housing, and a number of new high density residential projects. Utilizing the Context Zones defined in TTE <i>Context Sensitive Solutions in Designing major urban Thoroughfares for Walkable Communities</i>, the context zones of US 36 clearly transition from C-2 Rural through C-3 Suburban north of Table Mesa to C-4 General Urban at Baseline and then C-5 Urban Center north of Baseline. Transitioning the character of the roadway to reflect these context zones is fundamental to context sensitive design.</p> <p>Context Sensitive Solutions (CSS) is the process of achieving context sensitive design, defined by the FHWA as "a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility." CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process." The City of</p>	<p><b>Response to Comment #17-12:</b></p> <p>The figure shown in the executive summary is a depiction of the general project study area defined as the area of the project's potential <u>indirect impacts</u> that will be assessed. This area is typically equal to the area described in the affected environment section for each environmental resource. The boundaries of the <u>direct impact</u> areas vary by resource. Some resources such as noise have very specific criteria regarding the impact area that is analyzed. CDOT policy specifies that noise impacts are to be analyzed within a 500-foot radius of the project's physical improvements. Whereas, air quality impacts are assessed at regional level. Specific direct impact areas are defined for each resource in the respective sections in the FEIS. Traffic and service impacts to local intersections as a result of the proposed project have been analyzed and are addressed in Chapter 3, Transportation Impacts and Mitigation.</p> <p><b>Response to Comment #17-13:</b></p> <p>CDOT and RTD look forward to working with the city of Boulder in future phases, including final design, to develop context sensitive solutions in this area.</p>
<p>Comment #17-12</p>	<p>8</p>	
<p>Comment #17-13</p>		

Commenter	Comment	Response to Comment
<p>Comment #17-13 (cont.)</p>	<p>Boulder suggest that the principles of successful CSS as identified by the FHWA and in the ITE publication be applied to the following issues on the west end of US 36:</p> <ul style="list-style-type: none"> <li>Transitioning the roadway and traffic character from a highway facility to an urban-avenue consistent with the adjacent land use context. This includes the applicability of general purpose lanes, accel/decel/climbing lanes and speed limits in the transition zone from the top of Davidson Mesa to Colorado Avenue. This area is unique to the US 36 corridor as the roadway penetrates the center of the community and become the multimodal 28<sup>th</sup> Street corridor;</li> <li>Integration of this transition with the South 28<sup>th</sup> Street Project improvements made by the city over the last three years;</li> <li>Explore the full universe of noise mitigation measures to address the identified impacts on the neighborhoods on both sides of US 36. Consistent with CSS principles this would include the active involvement of affected citizens and result in an integrated, multifaceted solution that adds "lasting value to the community."</li> <li>Assess the visual impact of the proposed improvements such as the proposed flyovers;</li> <li>Incorporate appropriate aesthetics and urban design features into the project to reflect and reinforce the transition of the facility into the urban fabric of the city. This is the major entry into Boulder and the project should meet the same or higher level of urban design and art incorporated into other transportation projects.</li> </ul> <p><b>COMMENTS ON EXISTING ALTERNATIVES</b></p> <p>The project team has provided assurances that the selection of a preferred alternative will occur only after completion of the DEIS process and that an additional public process will be provided to solicit input on that preferred alternative. Therefore, the City of Boulder is not submitting a recommendation for one alternative over another at this time, but is instead providing comments on each.</p> <ul style="list-style-type: none"> <li><b>Package 2 Comments:</b> <ul style="list-style-type: none"> <li><b>Barrier Separation</b> - The proposed design for two express lanes in the median of U.S. 36 separated from general purpose lanes by 4 concrete barrier and accessed by drop ramps at two locations in the middle of the corridor does not support the access needs identified by local jurisdictions served by the U.S. 36 Corridor. Access is limited to four slip ramp locations, including the transition of the lanes at each end. The proposed drop ramps at Midway Boulevard and Westminster Boulevard are anticipated to create significant negative impacts in the locations proposed.</li> <li><b>HOV Lanes Access</b> - Access to the express lanes are inadequate. Package 2 doesn't allow for sufficient access to employment and activity centers.</li> <li><b>BRT Lanes</b> - Design option A is unacceptable because it has BRT lanes ending at Cherryvale instead of connecting all the way to the Table Mesa park-n-Ride as specifically called for in the FasTracks ballot measure. The discontinuity of a dedicated lane for BRT decreases predictable travel times for the entire corridor, particularly between McCaslin Boulevard and Table Mesa park-n-Ride.</li> </ul> </li> </ul>	<p><b>Response to Comment #17-14:</b></p> <p>Comment noted. The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane with access between each interchange. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and the discussion regarding west end design Options A and B and the bus only lanes into Boulder in Section 2.7. Also see response to Comment #16-9.</p>

Commenter	Comment	Response to Comment
<p>Comment #17-14 (cont.)</p>	<p> <ul style="list-style-type: none"> <li>• <b>Package 4 Comments:</b> <ul style="list-style-type: none"> <li>○ <b>BRT Lanes</b> – Design option A is unacceptable because it has BRT lanes ending at Cherryvale instead of connecting all the way to the Table Mesa park-n-Ride as specifically called for in the FastTracks ballot measure. The discontinuity of a dedicated lane for BRT decreases predictable travel times for the entire corridor particularly between McCaslin Boulevard and Table Mesa Park-n-Ride.</li> <li>○ <b>HOV Lane Access</b> – HOV lanes must be fully functional from I-25 to Foothills Parkway allowing carpooling between activity centers and communities. For example, there is no carpooling assumed between McCaslin and Boulder in the current plan, which is unacceptable. There must be carpooling facilitated between these two communities. Similarly, carpooling throughout the corridor must be facilitated among and between communities and centers.</li> <li>○ <b>General Purpose Lanes</b> – The city believes that now general purpose lanes are not needed west of McCaslin under a Package 4 scenario. Neither the inputs to, nor the use of, the model used to predict such need, are appropriate.</li> </ul> </li> </ul> <p>I sincerely appreciate the project team's past support and its willingness to consider these comments. The city looks forward to our continued partnership as this project advances. If there are any questions, please contact Carl Castillo, Policy Advisor, at (303) 441-3009.</p> <p>Sincerely,            Mark Ruzzin          Mayor</p> <p>cc: City Council</p> <p> <b>Attachment A</b> – Detailed comments to DEIS  <b>Attachment B</b> – Bike and Pedestrian Connectivity Comments  <b>Attachment C</b> – Examples of Construction Projects with Significant EDM Components  <b>Attachment D</b> – TDM Plan Elements         </p> <p style="text-align: right;">10</p> </p>	

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The bus-only auxiliary lane would only be constructed if and when specific triggers agreed upon by the PAC are met. See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, for more details.</p> <p><b>Response to Comment #17-17:</b> Physical improvements from the project are located on US 36 between I-25 and Foothills Parkway/Table Mesa Drive. However, BRT operations do extend beyond these physical limits and are discussed in Chapter 3. For more information on impact area boundaries also see response to Comment #17-12.</p> <p><b>Response to Comment #17-18:</b> Unable to find the text referenced in the comment on page 1.1-3. No change made.</p> <p><b>Response to Comment #17-19:</b> In accordance with the NEPA/404 merger process, the USACE has been consulted throughout the EIS process. Please see Appendix C for details concerning this consultation including copies of all relevant correspondence.</p> <p><b>Response to Comment #17-20:</b> Suggested update does not comply with our standard document style. No change made.</p> <p><b>Response to Comment #17-21:</b> Changes made as requested.</p>
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		<p>on future designs and only rules of thumb to help in decision making. LOS is only one measure used in this process.</p> <p><b>Response to Comment #17-29:</b>                      TDM was characterized as a supportive alternative and not a major (stand alone) alternative because it was determined that TDM alone could not adequately address all of the project needs. Additional information related to TDM has been added to the FEIS. See Section 2.6 for more detailed information.</p> <p><b>Response to Comment #17-30:</b>                      Comment noted. Not all the reports and technical memoranda prepared for this project were published along with the DEIS. However, they are available upon request. A copy of the <i>Existing Conditions Inventory and Deficiency Analysis Draft Technical Report</i> (URS 2004) was sent to City of Boulder care of Tracy Winfree.</p>

Commenter	Comment	Response to Comment																																				
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No elevation change is proposed or anticipated, so no community involvement on a re-designed is anticipated.</p> <p><b>Response to Comment #17-35:</b> Comment noted. The figure correctly depicts the BRT facility.</p> <p><b>Response to Comment #17-36:</b> The cross sections shown in document meet current design standards and accommodate the 2035 capacity needs for the corridor. The 5 to 10 percent design has the potential for further refinement during the final design stage.</p> <p><b>Response to Comment #17-37:</b> See response to Comment #17-29.</p> <p><b>Response to Comment #17-38:</b> The assumptions used for bus service changes for the proposed packages are shown in Table 2.6-2, Proposed Changes to the RTD Bus System Plan for Package 2, and in Table 2.6-7, Proposed Changes to the RTD Bus System Plan for the Combined Alternative Package (Preferred Alternative).</p>
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Barrier separation was not provided west of McCaslin Boulevard in Package 2 because (1) travel demand estimates did not justify a second managed lane, and (2) the second lane would have greater environmental impacts to wetlands and other sensitive habitat. The buffer-separated managed lanes will have frequent monitoring, both mechanical and by enforcement officers, to help ensure compliance. CDOT could follow the example of a similar, successful project in Minnesota and use some of the revenue collected to pay for dedicated enforcement personnel to minimize violation.</p> <p><b>Response to Comment #17-40:</b>                  The Foothills Parkway/Table Mesa Drive interchange will be fully reconstructed. The interchange configuration will be modified from the existing configuration. The three successive eastbound on-ramp to US 36 have been consolidated to two eastbound on-ramps by the elimination of the loop-ramp.</p> <p><b>Response to Comment #17-41:</b>                  The removal of the existing standard Table Mesa Drive-to-eastbound US 36 loop-ramp does not add a signal. It adds a movement to an existing signal, and the analysis of the impacts of this change are included in the detailed interchanged analysis conducted for this project and reported in the <i>DEIS Traffic Engineering Technical Report</i> (URS 2009).</p> <p><b>Response to Comment #17-42:</b>                  At this location, two options were evaluated to provide access from the University of Colorado, Boulder South Campus (South Campus) to Table Mesa Drive. This access is currently provided through Loop Drive, which connects to Table Mesa Drive at an intersection with the eastbound US 36 exit to Table Mesa Drive. The Combined Alternative Package (Preferred Alternative) would maintain this connection and require buses to access the BRT Station on the south side of US 36 from a ramp located on Loop Drive. In the Local Streets Option, this access would be provided from Table Mesa Drive, eliminating direct access from the South</p>
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		<p>Campus to Table Mesa Drive from Loop Drive. Instead, this access to Table Mesa Drive would be provided through a connection to Tantra Drive. These options are shown in Appendix A, Corridor Reference Maps.</p> <p>CDOT will coordinate with the University of Colorado, the City of Boulder, and Boulder County prior to beginning work on improvements at the Foothills Parkway/Table Mesa Drive interchange to ensure future work in the area does not preclude any major options for the Foothills Parkway/Table Mesa Drive interchange, including access to the South Campus property.</p> <p>Additional design details and discussion are presented in Chapter 2. Reference maps that depict the two options are included in Appendix A.</p> <p><b>Response to Comment #17-43:</b> A bridge is proposed to cross South Boulder Creek and is included in the project. The Corridor Maps in Appendix A have been revised to show this detail.</p> <p><b>Response to Comment #17-44:</b> Additional text has been added to the FEIS to detail the bikeway alignment as much as possible based on the level of engineering completed to date. See the bikeway alignment and Combined Alternative Package (Preferred Alternative) descriptions in Section 2.6.</p> <p>As part of the Combined Alternative Package (Preferred Alternative) process that took place subsequent to the release of the DEIS, the US 36 adjacent alignment was selected for the bikeway in the Combine Alternative Package. Because this alignment was selected for the Preferred Alternative over the Cherryvale Road/South Boulder Road alignment, no additional refinements were made to the Cherryvale Road/South Boulder Road alignment. However, should the Cherryvale Road/South Boulder Road alignment ultimately be selected this comment would be further considered at that time.</p> <p>See the general bikeway response for more information in the Clarification and Detail for Common Comments section of this volume.</p>

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		<p><b>Response to Comment #17-45:</b>                      The ITS that would alert drivers to roadway conditions is not included in Package 4 because Package 4 does not include a managed lane with a electronic gantry system that would accommodate the ITS which is proposed in Package 2 and the Combined Alternative Package (Preferred Alternative).</p> <p><b>Response to Comment #17-46:</b>                      Additional analysis is not needed as bus-only auxiliary lanes were selected for this segment. See response to Comment #17-16 and the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for additional details.</p> <p><b>Response to Comment #17-47:</b>                      Change made as requested.</p> <p><b>Response to Comment #17-48:</b>                      CDOT practice identifies maintenance of bikeways as a responsibility of the local jurisdiction. Details about maintenance are negotiated through an IGA. An IGA will be negotiated with the various US 36 corridor local jurisdictions for maintenance of the US 36 bikeway. This has been clarified in Section 2.6, for more information.</p> <p><b>Response to Comment #17-49:</b>                      See response to Comment #4-11.</p>



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		<p>Cherryvale Road/South Boulder Road alignment, no additional refinements were made to the Cherryvale Road/South Boulder Road alignment. However, should the Cherryvale Road/South Boulder Road alignment ultimately be selected; this comment would be further considered at that time.</p> <p><b>Response to Comment #17-57:</b>                      The Combined Alternative Package (Preferred Alternative) proposes one managed lane in each direction with access between each interchange. Traffic simulation was conducted on the areas with the highest traffic volumes for weaving analysis. Those areas were shown to operate at an acceptable level. Further, this configuration was selected based on input received from other transportation entities with HOV/BRT lane experience.</p> <p><b>Response to Comment #17-58:</b>                      The projected toll volumes are correct. The only entrance points in Package 2 are at the drops-ramps at Westminster Boulevard and Midway Boulevard and at each end of the corridor.</p> <p><b>Response to Comment #17-59:</b>                      The representative toll rate assumed in the travel demand forecasting process (a link-specific additional travel cost, in cents per mile) was only used to create reasonable traffic estimates for operational analysis—the travel demand model is not used as a revenue forecasting tool. The actual toll rate is not related to the model toll rate assumption, and would be managed by CDOT to ensure optimizing the use of the lanes, maximizing travel time savings, and keeping managed lane traffic flowing at 45 miles per hour or faster in the managed lanes.</p>



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<p>Comment #17-60                      Comment #17-61                      Comment #17-62                      Comment #17-63                      Comment #17-64                      Comment #17-65                      Comment #17-66                      Comment #17-67                      Comment #17-68                      Comment #17-69                      Comment #17-70</p>	 <table border="1" data-bbox="293 886 685 1522"> <thead> <tr> <th>Section</th> <th>Paragraph</th> <th>Text Quote or Reference to Existing Text</th> <th>Comment</th> </tr> </thead> <tbody> <tr> <td>3.4-8</td> <td></td> <td></td> <td>Report referenced but not provided: Interchange and Station Area Intersection Impacts and Mitigation Technical Report</td> </tr> <tr> <td>3.4-8</td> <td></td> <td></td> <td>Boulder needs the biggest delays at corridor interchanges</td> </tr> <tr> <td>3.5-1</td> <td></td> <td>Mitigation of the impact was considered... 15%</td> <td>This analysis should be done again without the additional heavy trucks given city's rate of traffic growth and TIR objectives...delay inconsistent with local plans</td> </tr> <tr> <td>3.5-14</td> <td></td> <td></td> <td>Operations and Supplements (URS 2006)</td> </tr> <tr> <td>3.5-15</td> <td></td> <td></td> <td>Describing these lanes as "voluntary" is misleading. 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A very small change in volume can, in fact, result in a large change in delay. Costly mitigations should not be required when, for example, a volume change of 60 vehicles (or 1 vehicle per minute) results in a delay change of 5 to 10 percent.</p> <p><b>Response to Comment #17-63:</b>                      Comment noted. Not all the reports and technical memoranda prepared for this project were published along with the DEIS. However, they are available upon request. A copy of the <i>Boulder West End Traffic Operations and Supplements</i> (URS 2006) has been sent to City of Boulder care of Tracy Winfree.</p> <p><b>Response to Comment #17-64:</b>                      The definition of auxiliary lanes is a lane that enters at the interchange and exits at the next interchange downstream but does not carry traffic through the interchange. Therefore, the lanes described are auxiliary lanes.</p> <p><b>Response to Comment #17-65:</b>                      Comment noted. 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		<p><b>Response to Comment #17-66:</b>                      The text states that these trips would have been destined for Boulder anyway; however, now it is easier to get into Boulder from elsewhere, so instead of someone living and working in Boulder, they might live somewhere else. The total trips destined for Boulder remains the same, but more of them may come from outside the city.</p> <p><b>Response to Comment #17-67:</b>                      Comment noted. Not all the reports and technical memoranda prepared for this project were published along with the DEIS. However, they are available upon request. A copy of the <i>Interchange and Station Area Intersection Impacts and Mitigation Technical Report</i> (URS 2002) was sent to City of Boulder care of Tracy Winfree.</p> <p><b>Response to Comment #17-68:</b>                      Comment noted. Not all the reports and technical memoranda prepared for this project are published along with the DEIS. However, they are available upon request. A copy of the <i>Transit Station Mode of Access, Parking and Traffic Impacts Technical Report</i> (URS 2007) was sent to City of Boulder care of Tracy Winfree.</p> <p><b>Response to Comment #17-69:</b>                      See response to Comment #17-39 for information on police enforcement and buffers.</p> <p><b>Response to Comment #17-70:</b>                      Information about city of Boulder rangers has been added to Section 4.10, Public Safety and Security.</p>

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This is within the purview of local agencies, not RTD.</p> <p><b>Response to Comment #17-72:</b>                  Language has been added to Table 4.11-4, Project Elements That May Affect Visual Quality, noting that retaining walls would introduce an urban feel to more rural locations and could create visual disruption for residents and recreational users.</p> <p><b>Response to Comment #17-73:</b>                  Providing noise walls for Open Space areas is costly due to the length of the walls required, would be effective only for the 300 or so feet of the space closest to the highway, and would in some cases be ineffective due to topography. Furthermore, the driving experience through these areas would be diminished. For these reasons, noise mitigation is typically not provided for Open Space areas, and is not recommended on this project.</p> <p><b>Response to Comment #17-74:</b>                  Language has been added to Table 4.11-4 noting that retaining walls would introduce an urban feel to more rural locations and could create visual disruption for residents and recreational users.</p> <p><b>Response to Comment #17-75:</b>                  Comment noted. Reference to RTD's participation in the City of Boulder's FasTracks Local Optimization process to accommodate the additional bus traffic from FasTracks has been added to Section 4.13, Noise.</p> <p><b>Response to Comment #17-76:</b>                  We are not exactly sure what the comment is talking about. Table 4.13-3, Number of Residences Impacted by Highway Noise, is the number of residences impacted; Table 4.13-4, Length of Sound Wall Anticipated in Each Package, is the length of sound wall anticipated in each package; and Table 4.13-5, Mitigation Measures – Noise, is a summary of mitigation measures. Figure 4.13-3, Location of Existing Noise Level Measurements, shows the locations where noise level measurements were taken, not where walls are proposed. All numbers have been checked and confirmed.</p>
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The city of Boulder has been, and will continue to be, included in the development of mitigation plans for the Biological Assessment.</p> <p><b>Response to Comment #17-78:</b>                  Table 4.14-1, Distribution of Vegetation Types, has been revised to say "... and native prairie open space." The reference to vegetation that exists only in the foothills west of Boulder, outside of the project area, has been removed.</p> <p><b>Response to Comment #17-79:</b>                  Text in 4.14 regarding Open Space Management Plan grasslands has been revised as follows: "Midgrass prairie occurs only in the Davidson Mesa, and this area is the subject of Boulder Open Space restoration efforts to control non-native and invasive plants."</p> <p><b>Response to Comment #17-80:</b>                  The project team has consulted with the local agencies associated with the US 36 corridor, and has worked with each agency to identify local regulations that could potentially be applicable to this project. The project is committed to continue consultation with local agencies as specific phases of this project are funded and proceed through final design. Federal and state regulations will be followed for this project. Applicable local regulations will be reviewed, discussed and incorporated into the project where practicable during final design. Text has been added to appropriate sections of the FEIS stating the project's commitment to continue consultation with local agencies through final design.</p> <p><b>Response to Comment #17-81:</b>                  The numbers were checked and confirmed. The impact totals do not include double-counting of the same areas.</p> <p><b>Response to Comment #17-82:</b>                  Comment noted. The numbers in the referenced table have been checked and confirmed.</p> <p><b>Response to Comment #17-83:</b>                  The referenced text has been updated to read: "...where they are adjacent to sensitive habitat, to exclude and protect the habitat, including..."</p>
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Language was added to Table 4.14-24, Mitigation Measures – Biological Resources: Wildlife, Vegetation, and Threatened and Endangered Species, to reflect these statements.</p> <p><b>Response to Comment #17-87:</b> See response to Comment #17-80.</p> <p><b>Response to Comment #17-88:</b> The Integrated Noxious Weed Management Plan will outline a plan for controlling noxious weeds during construction activities. Once construction activities are complete, the area will fall under a local or CDOT ROW maintenance plan.</p> <p><b>Response to Comment #17-89:</b> See response to Comment #17-77.</p> <p><b>Response to Comment #17-90:</b> There are no proposed wet detention ponds in the build packages. All detention ponds are designed to treat runoff after storm events and are typically wet for no more than two days after the storm event. Therefore, evaporative losses are not a consideration in the design of the detention ponds proposed for this project.</p> <p><b>Response to Comment #17-91:</b> See response to Comment #17-80.</p>
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Lighting in this area would make a substantial change to the environment and should not be a project requirement.</td> </tr> <tr> <td>4.9.6</td> <td></td> <td>Footnotes to Table 4.8.1</td> <td>The replacement of the existing bike path with the proposed trail would result in a loss of approximately 41 acres of open space. However, the additional 41 acres of impact associated with widening and new path construction for the Cherryvale Road/South Boulder Road bikeway option would be offset by the 41 acres of new open space.</td> </tr> <tr> <td>4.9-15</td> <td>3</td> <td>Given the large acreage of sensitive open space present, direct impacts to habitat for threatened species, introduction of weeds, changes in humidity, etc. As a 50% mitigation measure, the City of Boulder should consider other options that could impact the overall function of the open space.</td> <td>This statement is unsubstantiated and should be removed. If the replacement of the existing bike path with the proposed trail would result in a loss of approximately 41 acres of open space, the City of Boulder should consider other options that could impact the overall function of the open space in the area.</td> </tr> <tr> <td>4.8-16</td> <td>Figure 4.9.6</td> <td></td> <td>All possible planning should anticipate the value of maintaining the existing open space. Mitigation measures should be made to the IPM plan detailed in table 4.8.1.</td> </tr> <tr> <td>4.8-19-20</td> <td>Table 4.8.1</td> <td>Mitigation Measures — Parks and Open Space</td> <td>With the exception of vegetation, these mitigation measures do not address integrated pest management. 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Since the underpass would be widened by approximately 33 feet for Package 2 and the Combined Alternative Package (Preferred Alternative), and up to 56 feet for Package 4 lighting is an important safety element for trail users.</p> <p><b>Response to Comment #17-104:</b> Although the replacement of the existing bike path with the proposed bikeway would not be considered an impact by Open Space and Mountain Park (OSMP) staff the project needs to account for the impacts in the NEPA process since the land would be incorporated into a transportation facility.</p> <p><b>Response to Comment #17-105:</b> Text referenced has been revised to reflect a minimal impact (relative to the large expanse of the open space present), instead of no impact, on the overall function of the open space in the Boulder Segment. This statement is supported with the calculation that 1.7 percent of the open space in the Boulder Segment is proposed to be impacted by the project (18.7 of 1,097.3 acres).</p> <p><b>Response to Comment #17-106:</b> All build packages in the FEIS propose the use of walls in this section to minimize impacts to sensitive environmental resources.</p> <p><b>Response to Comment #17-107:</b> The following text has been added to 4.9, Parks and Open Space: "Weed control will use the principles of integrated pest management to treat target weed species efficiently and effectively by using a combination of two or more management techniques (biological, chemical, mechanical, and/or cultural). Weed control methods will be selected based on the management goal for the species, the nature of the existing environment, and methods recommended by Colorado State University, county weed boards, and other weed experts. The presence of important wildlife habitat or threatened and endangered species will be considered when choosing control methods."</p>
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Commenter	Comment	Response to Comment
<p>Comment #17-113</p>	<p><b>Attachment B</b></p> <p><b>Bike and Pedestrian Connectivity Comments</b></p> <p><i>The US 36 bikeway was developed with the primary objective of providing a bicycle/pedestrian transportation option for users in the US 36 corridor and to provide linkages to other facilities in the corridor. ...</i></p> <p><i>The bikeway would also interface with transit facilities and enhance and connect existing local bicycle infrastructure.</i></p> <p>DEIS, Section 3.4-25</p> <p>Attentive design of the bikeway will ensure direct and safe linkages that interface with the proposed BRT and the city's local transit, pedestrian and bicycle facilities. At the west-end terminus, the bikeway should connect to all quadrants of the city's local street network. As currently designed, the bikeway is deficient in providing direct and safe access to the southwest, northeast and northwest travel shed quadrants. Below are key elements to incorporate into further design as the project advances.</p> <p>Depict the bikeway alignments in the <i>Chapter 2 – Alternatives</i>, <i>Considered Section 2.5 – Package Descriptions</i> figures. The bikeway and all other bicycle and pedestrian connections should be included in all further design work for the west-end terminus, as well as other intersections on the corridor. Incorporating bicycle and pedestrian accommodations into the designs at an early phase will increase the functionality of the improvements in a cost-effective and efficient manner.</p> <p>Provide a physically separated multi-use path connection directly to the Table Mesa Park-N-Ride at the west-end terminus.</p> <p>Include fully functional pedestrian crossings of all four legs of the intersection of South Boulder Road and the Table Mesa Park-n-Ride.</p> <p><u>US 36 Alignment</u> (Should this alignment be selected)</p> <p>Should a portion of the highway be elevated, consider including the bikeway in the elevated section.</p> <p>Extend the West-End Terminus pedestrian bridge across the US 36 eastbound on-ramp to provide direct access between the bikeway and the Table Mesa park-n-Ride.</p> <p>Continue the bikeway along the south side of the reconstructed eastbound on-ramp bridge over the proposed BRT slip ramp and connect it directly to the intersection of Table Mesa Road at the US 36 eastbound on-ramp.</p> <p>Incorporate the bikeway into the proposed reconstruction of the Foothills Parkway bridge over the US 36 roadway. A physically separated multi-use path along the south side of</p>	<p><b>Response to Comment #17-113:</b></p> <p>See the general bikeway response in the Clarification and Detail for Common Comments section of this volume, and the updated descriptions of the bikeway in Section 2.6, for more information.</p> <p>The bikeway is a grade-separated facility on the south side of US 36 between South Boulder Creek and Table Mesa Drive. A direct connection is provided to the pedestrian bridge to the Table Mesa park-n-Ride. The alignment continues on the south side of US 36, Foothills Parkway on-ramp, the realigned US 36 on-ramp, and the new BRT slip-ramps. Access to Table Mesa Drive from the bikeway is provided at the terminus of the bikeway at Table Mesa Drive (west of Loop Drive) where the bikeway transitions to the existing on-street bike lanes on Table Mesa Drive.</p> <p>Direct access to Foothills Parkway and South Boulder Road from the bikeway are not included in the current design. Access to those facilities is assumed via the existing bike lanes on Table Mesa Drive/South Boulder Road. The current design does not preclude additional local connections being made to the regional US 36 bikeway, but those connections are not included in the current US 36 bikeway design.</p> <p>Refinements to the bikeway would continue as the engineering progresses through final design. Additional detail about the connections would be available as the design progresses.</p> <p><b>Response to Comment #17-114:</b></p> <p>See response to Comment #17-113.</p>
<p>Comment #17-114</p>	<p>1</p>	<p><b>Response to Comment #17-114:</b></p> <p>See response to Comment #17-113.</p>



Commenter	Comment	Response to Comment
<p>Comment #17-116</p>	<p>Attachment C</p> <p>Examples of Projects Utilizing Travel Demand Management in Work Zones</p> <p><b>I-25 &amp; I-225 Reconstruction - Denver, CO</b>                      The T-REX project included both light rail construction and highway capacity and safety improvements to I-25 and I-225. Out of the \$1.67 billion allocated to the project, \$3 million was given to implement <i>TransOptions</i>, the TDM mitigation program. The TDM mitigation program offered transit and vanpool subsidies, and community outreach and education. Approximately \$1.12 million was spent on transit pass subsidies. For community outreach and education, two websites were developed to provide travelers with real-time time traffic information, regular project updates, and information on options and special incentive programs available to employees. An evaluation of the TDM plan estimated a daily VMT reduction of nearly 75,000 miles a day as 259 employees representing 16,000 employees purchased the Eco-Pass and 14 percent of commuters teleworking at least once per week.</p> <p><b>I-405 Corridor- Washington State DOT</b>                      The I-405 project defined a broad regional corridor, set aside 1 percent of project funds for TDM construction mitigation, and addressed individual travel choices, land uses, and provision of transportation alternatives during construction. It involved local jurisdictions, non-profit, and private agencies in providing and utilizing transportation alternatives and services. WSDOT could go beyond this prototype; it could make state highway investments contingent on the provision of TDM mechanisms, including parking management districts, carpooling incentives, transit efficient land uses, and transit service by local and regional entities. The TDM framework is not about either supply or demand side actions, but their integration to increase transportation capacity and effectiveness. <a href="http://www.wsdot.wa.gov/research/reports/fullreports/616_1.pdf">http://www.wsdot.wa.gov/research/reports/fullreports/616_1.pdf</a></p> <p>Determining costs: As part of its needs identification, WSDOT determines the number of trips that will be impacted by a specific construction project, and then determines how many of those trips can reasonably be mitigated. WSDOT assigns costs for each trip to be mitigated, depending on the type of mitigation provided, typically transit or demand management. The percentage targets that WSDOT assigns for transit or demand management mitigation will depend both on the presumed effectiveness of that measure, as well as the cost per trip to mitigate. Transit service tends to be more productive (and less costly) when the service carries passengers in both directions, and there is frequent passenger turnover. Long-haul, single-direction, single-seat passenger trips are the most costly to deliver.</p> <p><b>I-405 Access Downtown Project—Bellevue, Washington</b>                      Access Downtown is a package of projects designed to improve access to and from I-405. Several TDM strategies are being offered to commuters to relieve congestion during construction. The City of Bellevue and King County Metro, with assistance from the Washington State Department of Transportation, developed a comprehensive transportation package for companies in downtown Bellevue to help reduce the number of single occupancy vehicles during the project. The program includes the Flexpass, a</p> <p style="text-align: center;">1</p>	<p><b>Response to Comment #17-116:</b>                      These TDM examples have been considered. As part of the Combined Alternative Package (Preferred Alternative) process, the specific TDM elements included in the US 36 EIS have been expanded upon to provide more detail. See Section 2.6, for more details on the TDM elements of the Preferred Alternative.</p>

Commenter	Comment	Response to Comment
<p>Comment #17-116 (cont.)</p>	<p style="text-align: center;">Attachment C</p> <p>comprehensive commuter benefits package for employees that includes financial tools to help employers pay for alternative commute benefits. The Flexpass program includes an annual pass for access to bus service, a guaranteed ride home to employees utilizing the program and needing a ride home in an emergency, and access to vanpools and flexcars.</p> <p><b>Highway 101- San Luis Obispo County</b></p> <p>During a 3-year freeway widening project on Highway 101 in San Luis Obispo County, local and state transportation agencies worked together to implement TDM programs to reduce peak period traffic volumes by 12% during the construction period. The program has a \$3 million budget to provide TDM marketing, ridesharing and improved transit service.</p> <p><b>I-15 Reconstruction - Salt Lake City, Utah</b></p> <p>The Utah Department of Transportation (UDOT) undertook reconstruction of 17-miles of I-15 in 2001. This project was completed under an aggressive schedule, which aimed to complete the project before the 2002 Olympic Games. UDOT recognized from the outset that the project would impact traffic circulation and operations; therefore, the agency adopted a comprehensive TDM strategy that included mode choice, route choice, time choice and trip substitution choice. A marketing campaign aimed at reducing the number of vehicles on the road during construction and minimizing traffic conflicts and delays on the interstate during reconstruction was adopted. Employers and employees were encouraged to utilize ridesharing programs. Information regarding project construction was provided through internet resources, highway advisory radio, the media, signing, as well as seminars and open houses. (Source: FHWA <i>Mitigating Traffic Congestion - The Role of Demand-Side Strategies</i>).</p> <p><b>Springfield Interchange - Virginia</b></p> <p>The Virginia DOT's Springfield Interchange Improvement Project involves building more than 50 bridges and widening I-95 to 24 lanes between the Beltway and Franconia Road. The project included \$28 million for a Congestion Management Program (CMP), which included a component for providing commuters with travel options through the construction area. Commuter options included additional parking capacity at park-and-ride lots located along the I-95 corridor, enhanced transit services, reduced transit fare packages, increased numbers of trains on the Virginia Railway Express (VRE) and vanpool subsidies. The Virginia DOT developed these strategies along with local governments and regional transit partners. The effectiveness of these strategies is continually monitored and adjusted to best meet commuter needs.</p> <p>In addition to the CMP, VDOT spent \$6 million to build and operate the nation's first retail Information Center to serve as the central location for the project's public awareness program. The Information Center is located in the Springfield Mall. Since opening in 1999, over 230,000 people have visited. Staff at the Center interacts with visitors; respond to e-mails sent to the project website, and take questions from the toll-free phone line. (Source: Springfield <i>Interchange Improvement Project Fact Sheet</i>, May 12, 2003, available online at <a href="http://www.springfieldinterchange.com/pdf/fs02.pdf">http://www.springfieldinterchange.com/pdf/fs02.pdf</a>).</p> <p style="text-align: center;">2</p>	

Commenter	Comment	Response to Comment
<p>Comment #17-116 (cont.)</p>	<p style="text-align: center;">Attachment C</p> <p><b>Marquette Interchange—Milwaukee, Wisconsin</b>                      The Wisconsin DOT (WisDOT) created the website, <a href="http://mchange.org">mchange.org</a>, to inform the public and to assist drivers during the reconstruction of the Marquette Interchange between 2004 and 2008. Interactive TDM strategies that are featured on the project website that help people navigate through the changing construction area include:</p> <ul style="list-style-type: none"> <li>• Map-it routing—allows drivers to interactively map their route into and out of downtown Milwaukee. The tool provides the quickest route to a downtown destination from the freeways.</li> <li>• TrafficBug—sends traffic alert e-mails, related to travel performance, lane closures, crashes and other incidents along a user's selected route.</li> <li>• Traffic information map—provides traffic information including current travel speeds, video stills from WisDOT freeway cameras, and traffic incident information.</li> </ul> <p><b>Woodrow Wilson Bridge Project – Virginia, Maryland</b>                      Several TDM strategies are currently in use to help people avoid construction congestion during the replacement of the Woodrow Wilson Bridge that carries I-495 over the Potomac River between Virginia and Maryland. One innovative program, called "Bridge Bucks," provides up to \$50 a month in transit passes for a period of one year to those who need to travel through the 7.5 mile project corridor to get to and from work or school. Bridge Bucks can be used for a wide variety of options and transit providers including Metro rail and buses, local commuter buses and organized vanpools. The Woodrow Wilson Bridge project website, located at: <a href="http://www.willsonbridge.com">http://www.willsonbridge.com</a>, "Keep You Moving" includes information on Bridge Bucks, as well as other TDM strategies.</p> <p style="text-align: right;">3</p>	

Commenter	Comment	Response to Comment
<p>Comment #17-117</p>	<p>Attachment D TDM Plan Elements</p> <p><b>Pre-construction Phase</b></p> <ul style="list-style-type: none"> <li>• Develop Maintenance of Traffic/Construction Mitigation TDM Plan             <ul style="list-style-type: none"> <li>◦ Form Advisory Committee                     <ul style="list-style-type: none"> <li>▪ Identify public and private sector stakeholders</li> <li>▪ Establish advisory committee to develop TDM Plan</li> <li>▪ Establish roles and needs of area TMOs</li> </ul> </li> <li>• Identify project goals and performance measures                     <ul style="list-style-type: none"> <li>◦ Focus on reduction of peak hour vehicle trips</li> </ul> </li> <li>• Identify target groups of TDM outreach and implementation                     <ul style="list-style-type: none"> <li>▪ Employers/employees on either end and middle of construction zone</li> <li>▪ Through travelers</li> <li>▪ Non-work trip customers to major attractors, such as Flatirons Mall</li> </ul> </li> <li>• Survey employers to understand current employee travel behavior and the programs and services that would best fit their needs to achieve trip reduction goals</li> <li>• Develop customized trip reduction plans for employers based on specific TDM strategies designed to meet the needs of their employees</li> <li>• Develop and launch TDM marketing and outreach campaign through ETC's with support of local government and TMOs</li> </ul> </li> <li>• Implement and monitor TDM Plan             <ul style="list-style-type: none"> <li>◦ Focus on the development of employer-based commute trip reduction (CTR) programs that can continue after construction is complete                     <ul style="list-style-type: none"> <li>▪ Compressed work week programs/Telecommuting</li> <li>▪ Ridesharing</li> <li>▪ Transit subsidies</li> <li>▪ Vanpool subsidies and formation services</li> <li>▪ Preferential parking programs</li> <li>▪ Bicycle commuting support</li> </ul> </li> <li>◦ Variable Message Signs for through travelers</li> </ul> </li> </ul> <p><b>Post-construction</b></p> <ul style="list-style-type: none"> <li>• Evaluate and maintain employer-based CTR programs             <ul style="list-style-type: none"> <li>◦ Identify sustainable funding sources to maintain CTR programs</li> <li>◦ Program and conduct periodic travel behavior surveys to continually evaluate the long-term effect of the TDM element</li> </ul> </li> </ul> <p style="text-align: center;">1</p>	<p><b>Response to Comment #17-117:</b> See response to Comment #17-116.</p>

Commenter	Comment	Response to Comment
<p>Mayors and Commissioners Coalition and 36 Commuting Solutions Comment #18</p>	<p><b>U.S. 36 Mayors and Commissioners Coalition and 36 Commuting Solutions Comments to the U.S. 36 Draft Environmental Impact Statement</b></p> <p><b>OVERVIEW</b></p> <p>The U.S. 36 Mayors and Commissioners Coalition ("MCC") is an elected official coalition representing the City of Boulder, Boulder County, Town of Superior, City of Louisville, City &amp; County of Broomfield and the City of Westminster. The MCC was created to develop a long term, unified vision for U.S. 36 transportation improvements and to advocate for transportation funding to implement that vision.</p> <p>36 Commuting Solutions is a public-private partnership whose mission is to enhance the mobility of commuters along the U.S. 36 corridor for today and the future. A complete membership list is attached.</p> <p>The MCC and 36 Commuting Solutions submit the following comments to the U.S. 36 Draft Environmental Impact Statement ("DEIS"). Individual member-governments of the MCC may also be submitting separate comments addressing unique local concerns.</p> <p>For purposes of simplicity and consistency, the following comments use the same acronyms and abbreviations used in the DEIS, all of which are summarized on page xxvii of Volume 1 of the DEIS.</p> <p><b>GENERAL COMMENTS</b></p> <p>The MCC and 36 Commuting Solutions strongly believe there is a need for transportation improvements along U.S. 36. As the DEIS points out, the projected employment and population growth along the corridor will dramatically increase between now and 2030. If no action is taken, traffic on U.S. 36 would exceed system capacity and result in significant traffic backups onto local streets. Furthermore, the existing system is not reliable or safe, nor does it offer competitive travel choices.</p> <p>The MCC and 36 Commuting Solutions recognize the significant challenges to identifying the funding necessary to fully implement any solution for the corridor. For this reason, we ardently support development of implementation phases that identify minimum operable segments which may reasonably be expected to be funded.</p> <p><b>TOPIC-SPECIFIC COMMENTS</b></p> <p>Given that several issues repeat themselves in various chapters of the DEIS, our comments are organized by topic. However, cross-references to the specific chapters and sections are also included where appropriate.</p> <p><b>ALTERNATIVES</b></p> <p>The project team has provided assurances that the selection of a preferred alternative will occur only after completion of the DEIS process and that an additional public process will be provided to solicit input on that preferred alternative. Therefore, the MCC and 36 Commuting Solutions</p> <p style="text-align: center;">1</p>	

Commenter	Comment	Response to Comment
<p>Comment #18-1</p>	<p>U.S. 36 Mayors and Commissioners Coalition and 36 Commuting Solutions Comments to the U.S. 36 Draft Environmental Impact Statement</p> <p>are not submitting a recommendation for one alternative over another at this time. Instead, our comments focus on describing the criteria for an acceptable hybrid alternative, the strengths and weaknesses of the two existing build alternatives, support for initial mobility improvements and identification of additional information needed to further evaluate the existing alternatives.</p> <ul style="list-style-type: none"> <li>• <b>Support for Hybrid Alternative</b> – The MCC and 36 Commuting Solutions support a hybrid alternative for the U.S. 36 Corridor that is informed by the project developed and submitted in April 2007 to the U.S. DOT in the MCC’s Urban Partnership Agreement (UPA) application. Key elements of the hybrid alternative include:             <ul style="list-style-type: none"> <li>○ One buffer separated lane in each direction for carpools, vanpools and buses to travel free and single occupant vehicles to pay a toll that varies according to congestion levels. Any capacity improvements to U.S. 36 must accommodate all modes of travel from I-25 to Foothills Parkway/Table Mesa Drive. The final EIS should determine how the lane terminates and its transition to the Table Mesa park-n-Ride and the existing highway footprint at Foothills/Table Mesa Drive so that bus travel time is not compromised.</li> <li>○ Construct as many in-line BRT stations as funded by FasTracks and as individual interchanges are reconstructed, modified or replaced.</li> <li>○ Reconstruct to new design standards as many bridges and interchanges to replace existing infrastructure. These are critical to improved access to our communities at Broadway, Pecos, Federal, Sheridan/92nd, Church Ranch/104th, Wadsworth, McCaslin, and Foothills Parkway/Table Mesa Drive.</li> <li>○ A bikeway facility adjacent to U.S. 36 configured as an off-street, separated multi-use path within or adjacent to the existing right of way of U.S. 36 that will be implemented as part of each project phase.</li> <li>○ A Transportation Demand Management package – TDM is an integral part of construction and for the long-term operation of the corridor to ensure the efficiency and effectiveness of any build alternative.</li> </ul> </li> <li>• <b>Criteria</b> - The following criteria should be used to identify a preferred alternative:             <ul style="list-style-type: none"> <li>○ Existence of multi-modal options including:                     <ul style="list-style-type: none"> <li>▪ BRT facilities, service and continuous dedicated BRT lanes in each direction from the Table Mesa park-n-Ride to the intersection of I-25;</li> <li>▪ Continuous carpooling lanes in each direction;</li> <li>▪ Addresses the mobility needs west of McCaslin;</li> <li>▪ Transportation demand management strategies, and;</li> <li>▪ Continuous and fully functional bike lanes with grade separation.</li> </ul> </li> <li>○ Existence of prioritization for BRT and HOV users on any managed lanes;</li> <li>○ Long-term vision to manage the system performance of the corridor;</li> <li>○ Carpool and managed lane access needs as identified by local jurisdictions.</li> </ul> <p>Improvements to U.S. 36 should be designed to accommodate access to and from activity centers along the corridor.</p> </li></ul>	<p><b>Response to Comment #18-1:</b></p> <p>See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume. The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that includes elements of Package 2 and Package 4, including one buffer-separated managed lane in each direction, ramp BRT stations, interchange improvements, a bikeway, and TDM.</p> <p>Also, see the general bikeway response in the Clarification and Detail for Common Comments section of this volume, and the Combined Alternative Package (Preferred Alternative), bikeway, and TDM descriptions in Section 2.6, Package Descriptions.</p>




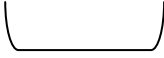
Commenter	Comment	Response to Comment
<p>Comment #18-1 (cont.)</p>	<p>U.S. 36 Mayors and Commissioners Coalition and 36 Commuting Solutions Comments to the U.S. 36 Draft Environmental Impact Statement</p> <ul style="list-style-type: none"> <li>• <u>Comments on Existing Build-Alternatives</u> –For the reasons described below, neither Package 2 nor Package 4, as currently defined, are acceptable.             <ul style="list-style-type: none"> <li>○ <u>Package 2 Comments:</u> <ul style="list-style-type: none"> <li>▪ <b>Barrier Separation</b> – The proposed design for two express lanes in the median of U.S. 36 separated from general purpose lanes by a concrete barrier and accessed by drop ramps at two locations in the middle of the corridor is unacceptable because it does not support the access needs identified by local jurisdictions served by the U.S. 36 Corridor. Access is limited to four slip ramp locations, including the transition of the lanes at each end. The proposed drop ramps at Midway Boulevard and Westminster Boulevard are anticipated to create significant negative impacts in the locations proposed.</li> <li>▪ <b>HOV Lanes Access</b> – Access to the express lanes is unacceptable because it doesn't allow for sufficient access to employment and activity centers.</li> <li>▪ <b>Express Lanes</b> - The MCC and 36 Commuting Solutions would be supportive of express lanes so long as they are focused on managing capacity to maximize system performance. The express lanes must support expanding travel choices for BRT and be free for HOVs. SOV access should be managed by price to ensure BRT and HOV do not experience a reduction in travel time.</li> <li>▪ <b>BRT Lanes</b> – Design option A is unacceptable because it has BRT lanes ending at Cherryvale instead of connecting all the way to the Table Mesa park-n-Ride as specifically called for in the FastTracks ballot measure. The discontinuity of a dedicated lane for BRT decreases predictable travel times for the entire corridor, particularly between McCaslin Boulevard and Table Mesa park-n-Ride.</li> </ul> </li> <li>○ <u>Package 4 Comments:</u> <ul style="list-style-type: none"> <li>▪ <b>BRT Lanes</b> – Design option A is unacceptable because it has BRT lanes ending at Cherryvale instead of connecting all the way to the Table Mesa park-n-Ride as specifically called for in the FastTracks ballot measure. The discontinuity of a dedicated lane for BRT decreases predictable travel times for the entire corridor particularly between McCaslin Boulevard and Table Mesa Park-n-Ride.</li> <li>▪ <b>HOV Lane Access</b> – HOV lanes must be fully functional from I-25 to Foothills Parkway allowing carpooling between activity centers and communities. For example, there is no carpooling assumed between McCaslin and Boulder in the current plan, which is unacceptable. There must be carpooling facilitated between these two communities. Similarly, carpooling throughout the corridor must be facilitated among and between communities and centers.</li> </ul> </li> </ul> </li> </ul> <p style="text-align: center;">3</p>	<p>Response to Comment</p>


Commenter	Comment	Response to Comment
<p>Comment #18-2</p> <p>Comment #18-3</p> <p>Comment #18-4</p> <p>Comment #18-5</p> <p>Comment #18-6</p> <p>Comment #18-7</p> <p>Comment #18-8</p> <p>Comment #18-9</p>	<p>U.S. 36 Mayors and Commissioners Coalition and 36 Commuting Solutions Comments to the U.S. 36 Draft Environmental Impact Statement</p> <ul style="list-style-type: none"> <li>Additional Information Needed: <ul style="list-style-type: none"> <li>The FEIS needs to address a more complete analysis of BRT components.</li> <li>Further analysis is necessary to evaluate how to provide a continuous travel advantage for HOVs all the way to Table Mesa, as well as from McCaslin Boulevard to Table Mesa.</li> <li>Refined analysis is necessary to determine the best strategy to address mobility concerns between McCaslin Boulevard and the Table Mesa park-n-Ride.</li> <li>Further analysis is needed regarding the possibility of tolling SOVs. Specifically, the social equity impacts of tolls, intended use of the toll revenue and the possibility of having tolling revenue support alternative modes of transportation must be evaluated and reported to the public prior to selecting a preferred alternative.</li> <li>Incorporate local traffic data into the regional data to better understand modeling at drop ramp locations and the impacts to the local street network.</li> <li>Recognize and incorporate local plans in analysis and decision making in a way that honors local plans, policies and projections.</li> </ul> </li> </ul> <p><b>HOTLANES</b></p> <p>The MCC and 36 Commuting Solutions is supportive of HOT lanes as long as they are focused on managing capacity to maximize system performance. HOT lanes must support expanding travel choices for BRT and be free for HOVs. SOV access should be managed by price to ensure BRT and HOV do not experience a reduction in travel time.</p> <p><b>BRT</b></p> <p>The MCC and 36 Commuting Solutions support BRT facilities and service and continuous dedicated BRT lanes in each direction, from the Table Mesa park-n-Ride to the intersection of L-25. The RTD plans incorporated by reference into the FasTracks ballot measure called for BRT lanes, not just buses, to connect to the Table Mesa park-n-Ride. Therefore, any preferred alternative that requires BRT to share general purpose lanes at the west-end of the corridor is unacceptable. The discontinuity of a dedicated lane decreases predictable travel times for the entire corridor.</p> <p><b>BIKEWAY</b></p> <p>The MCC and 36 Commuting Solutions support the bikeway being included in an early construction phase. We desire a safe and functional alignment for the Boulder-Denver bikeway, and suggest that crossings be grade-separated, with safe and convenient access to surface streets and local pathway networks. We would like the bikeway to be phased in through redevelopment opportunities as the corridor develops.</p> <p style="text-align: center;">4</p>	<p><b>Response to Comment #18-2:</b> The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that includes BRT components. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and the Combined Alternative Package (Preferred Alternative) description in Section 2.6, for more information.</p> <p><b>Response to Comment #18-3:</b> The analysis presented in the FEIS is sufficient to meet NEPA requirements. Also, see response to Comment #16-9.</p> <p><b>Response to Comment #18-4:</b> See the general funding response in the Clarification and Detail for Common Comments section of this volume with regards to the social equity of tolling.</p> <p>Toll revenues would be used to purchase and maintain the toll-related equipment (toll readers, gantries, signs, etc.), and to pay for toll enforcement, collection, and processing activities. Current estimates of toll revenue to be collected would be sufficient to cover those costs, but would not likely result in a significant amount of excess to spend on other parts of the project – like construction of new managed lanes, or to repay bonds. If additional toll revenue remains after covering these costs, it would be used to help pay for the cost of operating, maintaining, and improving the multi-modal corridor.</p> <p><b>Response to Comment #18-5:</b> Drop-ramps are not included as part of the Combined Alternative Package (Preferred Alternative). If Package 2 is ultimately selected, then additional consideration will be given to this comment.</p> <p><b>Response to Comment #18-6:</b> See response to Comment #13-11.</p>



Commenter	Comment	Response to Comment
		<p><b>Response to Comment #18-7:</b>                      Comment noted. The Combined Alternative Package (Preferred Alternative) includes one managed lane in each direction. HOV and BRT vehicles would be able to use this lane for free. Any additional capacity would be sold to SOVs that choose to pay a toll to use the lane. The lanes would be managed to optimize the use of the lanes, maximize travel time savings, and keep the managed lane traffic flowing at 45 miles per hour or faster through variable/dynamic pricing.</p> <p><b>Response to Comment #18-8:</b>                      See response to Comment #16-9.</p> <p><b>Response to Comment #18-9:</b>                      See the general bikeway response in the Clarification and Detail for Common Comments section of this volume. Also, see the updated bikeway descriptions in Section 2.6, for details about grade separations and connections. Also, see Chapter 8, Phased Project Implementation, for more information on project phasing.</p>

Commenter	Comment	Response to Comment
<p>Comment #18-10</p> <p>Comment #18-11</p> <p>Comment #18-12</p>	<p>U.S. 36 Mayors and Commissioners Coalition and 36 Commuting Solutions Comments to the U.S. 36 Draft Environmental Impact Statement</p> <p><u>MITIGATION MEASURES</u></p> <p>As a preferred alternative is identified and refined, there is a need to identify specific mitigation measures in full coordination with local governments.</p> <p><u>JURISDICTIONAL BOUNDARIES</u></p> <p>The DEIS contains discrepancies in the identification of jurisdictional boundaries that need to be corrected. These discrepancies will be highlighted in comments submitted by individual members of the MCC.</p> <p><u>TRANSPORTATION DEMAND MANAGEMENT</u></p> <p>To maximize the efficiency and effectiveness of any build alternative, the MCC and 36 Commuting Solutions support the funding and implementation of TDM strategies to mitigate congestion during construction and for the long-term system performance of the corridor.</p> <p>Effective TDM implementation can reduce vehicle trips through the construction zone thus minimizing travel delay and loss of economic productivity in the affected area. Construction projects provide a great opportunity to implement employer-based TDM programs which continue operating after construction has been completed, thereby meeting the long-term transportation and air quality goals.</p> <p>We support the development of a TDM plan and budget for each phase of construction. The TDM plan should have three stages: (1) pre-construction planning, (2) construction phase implementation, and (3) post-construction evaluation and maintenance.</p> <p style="text-align: right;">5</p>	<p><b>Response to Comment #18-10:</b>                  Specific mitigation measures have been developed for the Combined Alternative Package (Preferred Alternative) and are summarized in Section 4.26, Mitigation Summary.</p> <p><b>Response to Comment #18-11:</b>                  See response to Comment #14-6.</p> <p><b>Response to Comment #18-12:</b>                  Comment noted. See updated information on TDM in Section 2.6, for more details.</p>

Commenter	Comment	Response to Comment
	<p><b>U.S. 36 Mayors and Commissioners Coalition and 36 Commuting Solutions Comments to the U.S. 36 Draft Environmental Impact Statement</b></p> <p><b>Public and Private Sector Members of 36 Commuting Solutions:</b></p> <p>Boulder County            City of Boulder            City and County of Broomfield            City of Louisville            City of Westminster            Town of Superior</p> <p>Ball Corporation            Boulder Area Realtor Association            Boulder Chamber of Commerce            CH2M Hill            Carter &amp; Burgess            Centura Avista Adventist Hospital            Chamber Serving the Broomfield Area            Church Ranch Corporate Center            Colorado Business Bank            Corporate Express            Gaiam/Conscious Media</p> <p>Great Western Park            First National Bank of Colorado            Flatiron Improvement District            Hunter Douglas            Interlocken Owners Association            Kaiser Permanente</p> <p>Key National Finance            Level(3) Communications            MWH Global            Northwest Parkway Public Highway Authority            Omni Interlocken Resort            Roche Colorado</p> <p>Rocky Mountain Metropolitan Airport            Summit Bank &amp; Trust            Superior Chamber of Commerce            University of Colorado at Boulder            URS Corporation            Wells Fargo Bank, Broomfield            Westin Hotel            White Wave            Whole Foods            Xcel Energy</p> <p style="text-align: right;">6</p>	

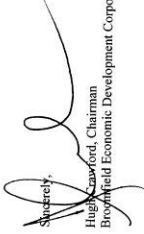
Commenter	Comment	Response to Comment
<p>City of Boulder, Stephany Westhusin Comment #19</p> <p>Comment #19-1</p>  <p>Comment #19-2</p> 	<p>In general, on construction impacts the city would like the improvements to be phased so there are shorter more intensive impacts as opposed to continual impacts for long periods of time. This also helps with erosion control issues.</p> <p>Corridor Maps Package 2 - Option A BRT, Package 2 -Option B BRT and Package 4 - Option B BRT Shows no construction at the Table Mesa/South Boulder Road intersection. It shows the construction impacts stopping to the east of the intersection. Package 4 Option A BRT is the only option that shows intersection work at Table Mesa/South Boulder Road/US36 and it only shows the option that has the bus rapid transit merging to the outside lanes as opposed to having structures to bring it to the outside lanes.</p>	<p><b>Response to Comment #19-1:</b> The actual construction packages will be smaller than the phasing packages and will involve stakeholder input regarding priorities and strategy when they are funded and plans are being made for design. See Section 4.22, Construction-Related Impacts, for more information. The phasing discussed in the FEIS involves funding. See Chapter 8, Phased Project Implementation, for additional details.</p> <p><b>Response to Comment #19-2:</b> All interchange arterials including Table Mesa Drive/South Boulder Road are analyzed at the ramp intersection and the adjacent intersections to determine the need for improvements as a result of the US 36 improvements.</p> <p>The Table Mesa Drive/South Boulder Road interchange improvements were not shown correctly on the Package 2 maps in Appendix A, Corridor Reference Maps, of the DEIS. The maps have been revised for the FEIS. Package 2 improvements at this interchange are similar to Package 4 in this location. The Combined Alternative Package (Preferred Alternative) corridor improvement maps have been added to Appendix A for the FEIS.</p>



Commenter	Comment	Response to Comment
<p>US 36 ORGANIZATIONS AND STAKEHOLDER GROUPS</p> <p>Metro North Chamber of Commerce, Deborah Obermeyer Comment #20</p>	 <p>September 10, 2007</p> <p>U.S. 36 Mobility Partnership c/o CDR Associates 100 Arapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p>Dear Sir or Madam:</p> <p>I wish to submit the following comments and suggestions for our business concerning the U.S. 36 Draft Environmental Impact Statement (DEIS).</p> <p>Headquartered in Westminster, the Metro North Chamber is a regional business organization representing 11 communities and over 1,000 members. With a year round lobbyist on staff the Metro North Chamber diligently works to promote the economic vitality of the Metro North region through actively representing the business community at the local, state and federal levels on key issues such as transportation.</p> <p>We strongly believe there is a need for significant transportation improvements along U.S. 36 and would like to see the corridor reconstructed as quickly as possible. However, we also acknowledge and support that the corridor be rebuilt in phases as funding becomes available.</p> <p>We favor parts of both Packages 2 and 4 and therefore, support the development of a hybrid alternative. Elements we would like included in the hybrid are multi-modal travel options including general purpose or managed lanes, bus rapid transit (BRT), high occupancy vehicle or toll lanes to promote carpooling and a bikeway. In Package 2, we are very concerned about the impacts of barrier separated express lanes, as the facility restricts corridor-wide access to employment and activity centers.</p> <p>We support the timely reconstruction of designated interchanges along the U.S. 36 corridor to provide better access for businesses and their employees to safely and conveniently access the corridor. In particular, we would like to see the timely reconstruction of the Sheridan Boulevard interchange to alleviate traffic congestion in this critical area of Westminster.</p> <p>Thank you for your efforts to enhance mobility along the U.S. 36 corridor and for advancing the U.S. 36 DEIS. We look forward to participating in the next steps to define a Preferred Alternative for the corridor.</p> <p>Sincerely, Deborah Obermeyer CEO &amp; President</p> <p>"YOUR REGIONAL BUSINESS POWERHOUSE"</p> <p>2921 W. 120TH AVENUE, SUITE 210 - WESTMINSTER, CO 80234 PH: 303.286.1000 FAX: 303.227.1050 WWW.METRONORTHCHAMBER.COM</p>	<p><b>Response to Comment #20-1:</b> Comment noted. Due to funding constraints, the Preferred Alternative would be built in phases. For more details see Chapter 8, Phased Project Implementation.</p> <p><b>Response to Comment #20-2:</b> The Combined Alternative Package (Preferred Alternative) has many of these features (e.g., buffer-separated managed lanes, interchange improvements, BRT stations, and a bikeway). See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comment Package (Preferred Alternative) description in Section 2.6, Package Descriptions. If Package 2 is ultimately selected, additional consideration will be given to the use of barrier-separation and access to the managed lanes.</p> <p><b>Response to Comment #20-3:</b> See Chapter 8, for more information on project phasing.</p>


Commenter	Comment	Response to Comment
<p>Broomfield Economic Development Corporation, Hugh Crawford Comment #21</p>	 <p>Tuesday, September 11, 2007</p> <p>Mr. Andrea Meneghel CDK Associates 690 Arapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p><b>RE:</b> Transmittal of Broomfield Economic Development Corporation (BEDC) Comments to the U.S. 36 Draft Environmental Impact Study</p> <p>Dear Mr. Meneghel:</p> <p>I am writing on behalf of the Broomfield Economic Development Corporation (BEDC) to provide comments on the U.S. 36 Draft Environmental Impact Statement that we have reviewed.</p> <p>Transportation improvements along U.S. 36, which opened in the 1950's, are long overdue because of the tremendous employment and population growth that has taken place along U.S. 36 over the last 50 years, plus the projections for substantial growth in both jobs and residents through 2030. BEDC supports the purpose of the DEIS and the need for action to provide transportation improvements. The recommended improvements to U.S. 36 will not only increase the capacity of the road, but also reduce congestion, offer more modes of travel, and increase access. Based on labor migration studies conducted in Broomfield, less than 14% of the Broomfield workforce lives in the city and U.S. 36 is the vital transportation artery for workers and companies.</p> <p>We have provided comments to the five questions for which you have requested specific responses.</p> <ol style="list-style-type: none"> <li>1. <b>Do you agree there is a need for transportation improvements?</b> The investors in BEDC strongly believe there is a need for major transportation improvements along U.S. 36 from Adams County to Foothills Parkway/Table Mesa Drive in Boulder. The morning and afternoon gridlock that expands every year creates great reduction in the capacity of the road during commuting times, extending the time of rush hour in the morning and afternoon. This growing congestion increases the cost for businesses and employees. It also reduces the time individuals who wish to shop can do so or that truck deliveries and pickups can be handled in a timely fashion. This congestion will only increase as the employment and population in the area along U.S. 36 continues to grow through 2030.</li> <li>2. <b>Do you like any particular package or elements within a package?</b> In order to provide traffic mitigation, we support the development of a hybrid of Packages 2 and 4. The proposed barrier separated express lanes in Package 2, with limited access points to the lanes as proposed, would be detrimental to employers, retailers, event centers, and residents of Broomfield. The only Broomfield access would be from construction of a bridge from Midway Boulevard to Interlocken Parkway, with neither of the connecting streets from the ramps capable of handling the vehicles that would exit from the east or west. This barrier separated express lane would not allow cars or buses traveling in those lanes to exit the</li> </ol> <p style="text-align: right;"><small>Dedicated to the Economic Development of the City and County of Broomfield</small></p> 	<p><b>Response to Comment #21-1:</b> Comment noted.</p> <p><b>Response to Comment #21-2:</b> Comment noted. The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane with access provided between each interchange. The managed lanes would be used by BRT, HOVs, and SOVs for a fee. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions, for more information.</p>




Commenter	Comment	Response to Comment
<p>Comment #21-2 (cont.)</p> <p>Comment #21-3</p> <p>Comment #21-4</p> <p>Comment #21-5</p> <p>Comment #21-6</p>	<p>Interlocken Boulevard Interchange or the Flatiron Crossing Interchange or the reconstructed Wadsworth Interchange serving the Arista Development and key employment centers to the north and basic core residential areas in Broomfield. It is critical that the final hybrid design provides access to these key Broomfield employment, retail and activity centers not from a barrier separated road.</p> <p>We support High Occupancy Tolls (HOT) to manage traffic capacity. The HOT lanes would support additional travel choices for Bus Rapid Transit (BRT), carpooling, and also, through managed pricing in the HOT lanes, for single occupancy vehicles.</p> <p><b>3. Are you concerned about the impacts of the packages?</b></p> <p>As stated above, BEDC is concerned about the barrier separated lanes contained in Package 2 and feels the HOT lanes with a buffer, or painted stripe, could eliminate the access impacts found in Package 2 to Broomfield. The connecting road in Package 2 from Midway Boulevard to Interlocken Boulevard would negatively impact major employers on the north and south of the bridge by acquiring land and limiting access for employees and trucks. The proposed access in Package 2 to the south to Interlocken Boulevard would impact wetland areas lying between the 360 and 370 Interlocken Boulevard buildings.</p> <p>In Package 2, which provides for barrier separated HOT lanes, the barriers would create emergency vehicle access issues and maintenance issues during winter snow conditions by reducing the efficiency of snow removal equipment.</p> <p><b>4. Would you recommend any additional mitigation impacts?</b></p> <p>Both Packages 2 and 4 recommend the rebuilding of the Wadsworth Interchange, which would significantly improve access to the Broomfield Event Center and the Arista development and employment centers to the north, as well as add capacity to U.S. 36 through improvements, as well as reconstruction of the Old Wadsworth Interchange, which would allow for the expansion of 112<sup>nd</sup> Avenue from Main Street through the new Arista development to Wadsworth Parkway.</p> <p>BEDC also feels that BRT should be constructed at two locations in Broomfield, one at West 116<sup>th</sup> Avenue and U.S. 36 and the second at the existing Flatiron Park-n-Ride north of U.S. 36 and west of Flatiron Crossing Drive.</p> <p>We also feel that another major impact to the development of a large tract of land on the east end of the Interlocken development is the proposed need to acquire a portion of a site adjacent to the eastbound off ramp from U.S. 36 to Wadsworth Parkway. We would suggest that engineering and design consideration be given to redesigning the eastbound off ramp so as not to impact the private property at that location and jeopardize the developments planned for the property.</p> <p>BEDC supports the inclusion of a bike route as part of the multi-modal improvements for U.S. 36. As part of the bikeway system, the route through Broomfield should be built with grade separated crossings to minimize the risk of accidents.</p>	<p><b>Response to Comment #21-3:</b></p> <p>The reconstruction of the Wadsworth Parkway interchange is included in the Combined Alternative Package (Preferred Alternative). See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, for more information. See Chapter 8, Phased Project Implementation, for more information on project phasing. Also, see response to Comment #10-4 for information on the 112<sup>th</sup> Avenue bridge.</p> <p><b>Response to Comment #21-4:</b></p> <p>With the Combined Alternative Package (Preferred Alternative), BRT stations are proposed at 116<sup>th</sup> Avenue and at the Flatirons park-n-Ride. See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, for more information.</p> <p><b>Response to Comment #21-5:</b></p> <p>Comment noted. With the Combined Alternative Package (Preferred Alternative), there are fewer ROW impacts than with Package 2 or Package 4, including to the property owned by JP Colorado Land, LLLP at the southwest corner of the Wadsworth Parkway interchange. The proposed width of US 36 in the Preferred Alternative is smaller than the proposed width in Package 2 and Package 4, minimizing impacts along the north property boundary. The radius of the eastbound off-ramp from US 36 has been decreased to minimize impacts to the northeast quadrant of the property.</p>

Commenter	Comment	Response to Comment
<p>Comment #21-7</p>	<p>5. Do you have any specific feedback in regard to unresolved issues?                      For the comments on the DEIS have been received and considered for modifications to the draft. There are still unresolved issues that need to be resolved before the final document is completed. BPODC supports the comments that have been supplied by the City &amp; County of Broomfield, U.S. 36 Commuting Solutions, Broomfield Chamber of Commerce and the U.S. 36 Mayors &amp; County Business Coalition (MCC) regarding issues that need to be reviewed and rectified before the final document is complete.                      If you have any questions about suggestions or recommendations offered in this letter, please contact me at (720) 887-9900 ext. 211 or by e-mail at <a href="mailto:hugh_crawford@maserfish.com">hugh_crawford@maserfish.com</a>.</p> <p>Sincerely,                        Hugh Crawford, Chairman                      Broomfield Economic Development Corporation</p>	<p><b>Response to Comment #21-6:</b>                      A bikeway is included in the Combined Alternative Package (Preferred Alternative). See the general bikeway response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6 for more information.</p> <p><b>Response to Comment #21-7:</b>                      Comment noted.</p>

Commenter	Comment	Response to Comment
<p>Boulder North Chamber of Commerce, Susan Graf Comment #22</p>	 <p>2440 Pearl Street Boulder, CO 80302 303-442-1044</p> <p>September 11, 2007</p> <p>US 36 Mobility Partnership c/o CDR Associates 100 Amphibole Ave, Suite 12 Boulder, CO 80502 Re: US 36 DEIS comment</p> <p>Hello: electronically</p> <p>The Boulder Chamber of Commerce takes the future transportation needs of the Denver Metro area very seriously and the US 36 corridor is the most crucial transit component impacting the overall quality of life in the Boulder Valley. With this in mind the Chamber has reviewed the details in the recently released US 36 Draft Environmental Impact Statement and its evaluation of the impacts of two new improvement packages as well as a "no action" option regarding the future of this important corridor.</p> <p>The economy of the Boulder Valley depends on the ability of employees, visitors, vendors and residents to be able to efficiently travel via various transportation modes. Taking into consideration the various demands and preferences for travel that will continue to remain the predominant choices of the groups identified above, we support the "Hybrid Alternative". This option recognizes the practical need for additional general purpose lanes as well as Bus Rapid Transit, bikeways and High Occupancy Vehicle lanes. This matrix of transit options will support the broadest range of efficient transportation for the scope of travelers on US 36.</p> <p>We encourage the US 36 Mobility Partnership to prioritize the components of Packages 4 &amp; 2 and move forward to the completed EIS with this focus.</p> <p>Thank you,</p>  <p>Susan Graf President and CEO Boulder Chamber of Commerce</p>	<p><b>Response to Comment #22-1:</b>                  Comment noted. The Combined Alternative Package has been identified as the Preferred Alternative in the FEIS. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume and Section 2.6, Package Descriptions, for more information.</p>

Commenter	Comment	Response to Comment
<p>Broomfield Chamber of Commerce, Jennifer Kerr Comment #23</p>	 <p>www.BroomfieldChamber.com info@BroomfieldChamber.com</p> <p>350 Interlocken Blvd., Suite 250 • P.O. Box 301 • Broomfield, CO 80006 Phone: 303.466.1775 • Fax: 303.466.4481</p> <p>U.S. 36 Mobility Partnership c/o CDR Associates 100 Arapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p>September 12, 2007</p> <p>Dear Sir,</p> <p>On behalf of the members of the Broomfield Chamber of Commerce, I wish to submit the following comments and recommendations concerning the U.S. 36 Draft Environmental Impact Statement (DEIS). Our Chamber staff is very impressed with the detail and thoroughness of this draft document prepared by your team.</p> <p>The Broomfield Chamber represents more than 600 businesses and organizations, with more than 23,000 employees. Our membership includes home-based businesses, major corporations and everything in between. Nearly 80% of our members have 15 employees or less, with almost 45% having less than 5 employees. The largest member has more than 5000 employees - the average is 50 employees per member. Members represent the service, retail, high-tech, and manufacturing industries, along with a host of other business types.</p> <p>We are very interested in the final recommendations of the U.S. 36 DEIS because of the potential significant impact the proposed transportation options could have on our local businesses and quality of life for our community. Even recognizing that approximately 30% of our members do not have a physical location in Broomfield, many are located along the U.S. 36 corridor and rely on customers that use this corridor.</p> <p>We have structured our comments around the questions you have requested specific feedback.</p> <p><b>(1) Do you agree that there is a need for transportation improvements?</b></p> <p>Our membership strongly believes there is a need for significant transportation improvements along U.S. 36. There has been significant increases in traffic in recent years, with increased levels of disruption, especially during the morning and afternoon commuting periods. This has impacted our businesses from both a staff commuting perspective and willingness of customers to do their shopping during specific periods of the day due to growing traffic congestion. Projections for increased employment and population growth through 2030 along this corridor will only further aggravate the problem.</p>	<p><b>Response to Comment #23-1:</b> Comment noted.</p>

Commenter	Comment	Response to Comment
<p>Comment #23-2</p>	<p>Broomfield Chamber DEIS Comments September 12, 2007</p> <p><b>(2) Do you like any particular package or element within a package?</b></p> <p>We support the development of a "hybrid" alternative which would contain elements of both Packages 2 and 4. Additional analysis will need to be performed to refine the ultimate configuration, but key elements we would like to see included in a hybrid alternative are the following:</p> <ul style="list-style-type: none"> <li>• Multi-modal package that has a bikeway, Bus Rapid Transit (BRT), carpooling, general purpose or managed travel lanes and transportation demand management.</li> <li>• Places a priority on developing BRT and carpooling options, and</li> <li>• Provides flexibility in managing the corridor performance over the long term.</li> </ul> <p>In Package 2, we are very concerned about the impact of the barrier separated express lanes which restrict corridor-wide access to existing U.S. 36 access locations in Louisville/Superior, Broomfield/Interlocken and Westminster. We predict this will have a significant detrimental impact on our local businesses.</p> <p>We are also concerned that the barrier separated lanes would limit carpool access. We support the concept of High Occupancy Tolls (HOT), if it is focused on managing traffic capacity. Additionally, HOT lanes must support expanded travel choices for BRT and be free to High Occupancy Vehicles (HOVs). Single Occupancy Vehicle access could be managed by different price levels during the day. Due to funding limitations, we could accept the approach of not initially adding an additional general purpose lane as described in Package 4. However, planning should address the potential addition for the long term development of the corridor.</p> <p><b>(3) Are you concerned about the impacts of the packages?</b></p> <p>Our Chamber membership is very concerned with the barrier separated lanes of Package 2. We find this unacceptable due to the expected impact on corridor-wide access to existing access points and local businesses. We are also concerned with stripes separation approach contained in Package 4. The designated location of drop-ramps for Package 2, also appears to dump traffic into secondary and frontage roads which are not designed for increased traffic levels. Additionally, we support the City of Westminster's opposition to the use and location of the drop-ramp for Westminster Boulevard Bridge for the same reasons of access and local traffic impact.</p> <p>From a safety perspective, we are also concerned for emergency vehicle access to the barrier separated lanes in event of a multi-vehicle accident, plus the potential for significant traffic backup in the vicinity of any accident. It is also unclear how the barrier separated lanes can be cleared of snow in event of major storms such as occurred this past year. The "buffer" separation approach would provide greater flexibility in these situations.</p>	<p><b>Response to Comment #23-2:</b></p> <p>Comment noted. The Combined Alternative Package (Preferred Alternative) has many of these features (e.g., buffer-separated managed lanes, interchange improvements, BRT stations, and a bikeway). The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane in each direction with access between each interchange. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions. See also, response to Comment #14-9 and Comment #18-4.</p> <p>If Package 2 is ultimately selected, additional consideration will be given to the use of barrier-separation and access.</p>

Commenter	Comment	Response to Comment
<p>Comment #23-3</p> <p>Comment #23-4</p> <p>Comment #23-5</p> <p>Comment #23-6</p>	<p>Broomfield Chamber DEIS Comments September 12, 2007</p> <p><b>(4) Would you recommend any additional mitigation impacts?</b></p> <p>Our membership strongly supports the timely reconstruction of designated interchanges along the U.S.36 corridor to improve access both to U.S. 36 and crossing over for local traffic. In particular we would like to see the timely reconstruction of the Wadsworth interchange to alleviate traffic congestion. Better access would be provided by reconstructing Old Wadsworth to intersect with an extended 112<sup>th</sup> Avenue. This new construction would greatly improve east-west traffic in the area, lying Wadsworth Parkway through the new Aftata Development to Main Street in Broomfield.</p> <p>The Storage Tek Drive interchange and its connection with the Northwest Parkway and Flat Irons Mall/Interlockem is another focus area for our membership.</p> <p>Although sound barrier walls are not identified for the Broomfield U.S. 36 stretch, we support concerns expressed by local citizens and businesses who are located adjacent to, or near to where these sound barrier walls will be constructed. Specifically we request that extensive xeriscape landscaping be implemented between the walls and adjacent houses to help reduce the visual impact of the walls and help capture dust and particulates that invariably are created by the increased traffic load. There is also great concern that these sound barrier walls will become targets for graffiti, which will further impact property values of nearby houses and businesses. Hopefully the design and material construction of the walls will not create a drab, tunnel effect for those driving along U.S. 36 and living adjacent to the walls.</p> <p><b>(6) Do you have specific feedback in regard to unresolved issues?</b></p> <p>Our membership supports the recommendation of U.S. 36 Commuting Solutions for the continuation of the BRT travel lane to Table Mesa and not end at Cherryvale Road. Additionally, we prefer the U.S. 36 bikeway alignment as providing a shorter distance of travel and more direct access for riders.</p> <p>I would be pleased to discuss any of these comments and recommendations further with your staff. I can be contacted either by telephone (303-446-1775) or email (jennifer.kerr@broomfieldchamber.com).</p> <p>Sincerely,                    Jennifer Kerr                  President and Chief Executive Officer                  Broomfield Chamber of Commerce</p> <p style="text-align: center;">3</p>	<p><b>Response to Comment #23-3:</b>                  The reconstruction of the Wadsworth Parkway interchange is included in the Combined Alternative Package (Preferred Alternative). See the Combined Alternative Package description in Section 2.6, for more information. See Chapter 8, Phased Project Implementation, for more information on project phasing. See response to Comment #10-4 for information on the 112<sup>th</sup> Avenue bridge. No changes to the 96<sup>th</sup> Street/Interlockem Loop interchange and the Northwest Parkway configuration are proposed as part of this project. Access to the Northwest Parkway would remain as it does today.</p> <p><b>Response to Comment #23-4:</b>                  Details on location and design aesthetics of sound walls will be determined during final design. Sound walls located within CDOT ROW will be maintained by CDOT.</p> <p><b>Response to Comment #23-5:</b>                  Comment noted. See response to Comment #16-9.</p> <p><b>Response to Comment #23-6:</b>                  Comment noted. As part of the Combined Alternative Package (Preferred Alternative) process, the US 36 bikeway alignment was selected for this section because it would better serve the transportation goals of the project. Efforts to further minimize the impact of the US 36 adjacent alignment will be incorporated through the final design process. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume for more information.</p>


Commenter	Comment	Response to Comment
<p>36 Commuting Solutions, Audrey DeBarros Comment #24</p>	<p>September 17, 2007</p> <p>U.S. 36 Mobility Partnership c/o CDR Associates Attention: Andrea Mengel 100 Arapahoe Avenue, Suite 12 Boulder, CO 80228</p> <p>Dear U.S. 36 Mobility Partnership:</p> <p>The Ad Hoc Technical Working Group (TWG) for the U.S. 36 Bikeway consists of staff representatives from the City of Westminster, City and County of Broomfield, City of Louisville, Town of Superior, City of Boulder, Boulder County, 36 Commuting Solutions and Build the Bikeway. Many of our agencies are offering more detailed comments to the U.S. 36 DEIS regarding the bikeway, but we felt it important to take a corridor-wide view, building on the general themes addressed by the U.S. 36 Mayors &amp; Commissioners Coalition (MCC) MCC and 36 Commuting Solutions comments that have already been submitted. In particular, the City of Westminster has submitted recommendations but the TWG has not reviewed them in detail. Further analysis is needed for the eastern and western termini.</p> <p>As representatives of long-standing stakeholders in the U.S. 36 bikeway, we request the following suggestions be incorporated into the FEIS:</p> <ol style="list-style-type: none"> <li><b>WE SUPPORT THE BIKEWAY.</b> The TWG is in strong support of including the U.S. 36 Bikeway as an integral part of future improvements along the corridor. We feel that this facility will serve as important role in future mobility, environmental protection, and multi-modal travel. We also feel that exclusion of the bikeway facility in the FEIS would fail to meet the overall goals and objectives of the project. We would like to see a specific statement in the FEIS noting the benefits of the bikeway in respect to mobility, environmental protection, and multi-modal travel.</li> <li><b>WE SUPPORT INTEGRATION.</b> As an integral part of the U.S. 36 improvements, we support inclusion of the bikeway in all planning, design and construction of facility improvements contained in this document. We would like the integration of the bikeway to be required in all segments and phases of U.S. 36 improvements. This will ensure good integration of the bikeway, increase cost-effectiveness and ensure environmental impacts and mitigation is addressed.</li> <li><b>WE SUPPORT SAFE CROSSINGS.</b> The DEIS shows grade-separated crossings of U.S. 36 and other roadways throughout the corridor. However, several important crossings are omitted or are not specifically spelled out in the DEIS document. We recommend the following crossing improvements be added to the project scope in the FEIS:</li> </ol> <p style="text-align: right;">Page 1 of 4</p>	<p><b>Response to Comment #24-1:</b> Comment noted. A bikeway is included as a supportive element of all the build packages and meets the Purpose and Need for the project by expanding mode of travel options. The environmental impacts associated with the bikeway are fully addressed in the FEIS.</p> <p><b>Response to Comment #24-2:</b> See Chapter 8, Phased Project Implementation, for more details.</p> <p><b>Response to Comment #24-3:</b> As part of the Combined Alternative Package (Preferred Alternative) process that took place subsequent to the release of the DEIS, the bikeway alignment on the east was reviewed and modified to address concerns about the termination of the bikeway.</p> <p>For more information on the bikeway, see the Combined Alternative Package description in Section 2.6, Package Descriptions, and the general bikeway response in the Clarification and Detail for Common Comments section of this volume. As part of the Combined Alternative Package (Preferred Alternative), the bikeway would transition south to 72<sup>nd</sup> Avenue via Bradburn Boulevard.</p>

Commenter	Response to Comment
<p>Comment</p>	<p>As included in the Combined Alternative Package (Preferred Alternative), the bikeway would not continue east across Lowell Boulevard. Instead, it would turn south using Bradburn Boulevard west of Lowell Boulevard. An existing sidewalk/path between Bradburn Boulevard and Lowell Boulevard adjacent to US 36 would be reconstructed as part of the US 36 improvements. The US 36 bikeway would not make use of this existing sidewalk/path because of concerns about use of Lowell Boulevard as a connection to the Little Dry Creek Trail; however, the design of the US 36 bikeway would not preclude bicycle/pedestrian use of the sidewalk/path.</p> <p>Direct bikeway access would be provided to the Westminster Center park-n-Ride on the south side of US 36. Access to the other side of the Westminster Center park-n-Ride on the north (east) side of US 36 would be accommodated via a bridge over US 36.</p> <p>The bikeway would use the Westminster Boulevard overpass to transition from the south to the north side of US 36. The current alignment is located on the north side of US 36 from the Big Dry Creek Trail continuing east to Westminster Boulevard where it transitions to the south side of US 36. The bikeway travels up to Westminster Boulevard via a loop and connects to the Westminster Boulevard bridge. It uses the existing bikeway on the east side of the Westminster Boulevard bridge and then travels back down to the US 36 grade on the south side of US 36 and continues east.</p> <p>The existing cattle crossing at Avista Hospital would be improved and used as part of the US 36 bikeway. The underpass would be used to transition the bikeway from the north to the south side of US 36.</p> <p>The bikeway alignment has been revised as part of the Combined Alternative (Preferred Alternative) process to address the concerns with impacts to the Coal Creek Golf Course. The bikeway alignment is now located on the south side of US 36 in this location.</p> <p>Chapter 2, Alternatives Considered, has been revised to provide greater detail on the proposed grade-crossings and connections provided for the US 36 bikeway.</p>



Commenter	Comment	Response to Comment
<p>Comment #24-3 (cont.)</p> <p>Comment #24-4</p>	<p> <ul style="list-style-type: none"> <li>o <b>Crossing of 72<sup>nd</sup> Street (Westminster).</b> Extend the bikeway facility along Broadburn all the way to Little Dry Creek and include a controlled pedestrian crossing of 72<sup>nd</sup> Street.</li> <li>o <b>Lowell Blvd (Westminster).</b> Provide a grade-separated or other traffic controlled pedestrian bikeway crossing facility of Lowell Blvd.</li> <li>o <b>Westminster park-n-Ride (Westminster).</b> Detail how connections to park-n-Ride and other street system will be accommodated.</li> <li>o <b>Westminster Boulevard (Westminster).</b> Include a bi-directional multi-use path along the east side of Westminster Boulevard across U.S. 36 that will connect with the ramp underneath the Boulevard (shown in current document).</li> <li>o <b>Cattle crossing underpass of U.S. 36 at Avista Hospital (Louisville).</b> Upgrade the existing cattle crossing to a grade-separated multi-use path crossing of U.S. 36 to provide bikeway access to Avista Hospital.</li> <li>o <b>Coal Creek Trail.</b> Technical group feels that bikeway should shift from south side of U.S. 36 to north side of U.S. 36 at this location.</li> </ul> <p><b>4. WE SUPPORT GOOD CONNECTIONS TO ADJACENT BIKE FACILITIES.</b> The DEIS shows connections to some bike facilities along the corridor but does not specifically accommodate certain key connections. We recommend the following access improvements be added to the project scope in the FEIS as follows:</p> <ul style="list-style-type: none"> <li>o <b>92<sup>nd</sup> Avenue (Westminster).</b> Provide connections to both northbound and southbound sides of roadway from bikeway.</li> <li>o <b>Church Ranch Blvd (Westminster).</b> Provide connections to both northbound and southbound sides of roadway from bikeway.</li> <li>o <b>112<sup>th</sup> Avenue (Broomfield).</b> Provide connections to both northbound and southbound sides of roadway from bikeway.</li> <li>o <b>Wadsworth Parkway/W. 120<sup>th</sup> Avenue (Broomfield).</b> Provide to both northbound and southbound sides of Wadsworth from bikeway and south side of W. 120<sup>th</sup> Avenue from the bikeway.</li> <li>o <b>Midway (Broomfield).</b> Provide connections to both northbound and southbound sides of roadway from bikeway.</li> <li>o <b>South 88<sup>th</sup> Street (Louisville / Superior).</b> Revised DEIS should show connections to roadway from bikeway and safe crossing facility.</li> </ul> <p style="text-align: right;">Page 2 of 4</p> </p>	<p><b>Response to Comment #24-4:</b></p> <p>Direct bikeway connections would be provided at the following locations: Sheridan Boulevard, Church Ranch Boulevard, Westminster Boulevard, Wadsworth Parkway, McCaslin Boulevard, and Table Mesa Drive. Direct connections would not be provided at 92<sup>nd</sup> Avenue, 112<sup>th</sup> Avenue, Midway Boulevard, 88<sup>th</sup> Street, or Cherryvale Road.</p> <p>Direct bikeway access would be provided at all BRT stations and bicycle parking would be provided at all RTD BRT stations consistent with other RTD park-n-Ride facilities.</p> <p>BRT vehicle specifications have not been made at this time. During final design, consideration would be given to accommodating bicycles on the BRT vehicles consistent with other RTD regional services.</p> <p>For more information on the bikeway, see the Combined Alternative Package description in Section 2.6, and the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p>

Commenter	Comment	Response to Comment
<p data-bbox="321 1629 540 1684">[</p> <p data-bbox="407 1734 431 1948">Comment #24-4 (cont.)</p> <p data-bbox="561 1629 1133 1684">]</p> <p data-bbox="742 1799 766 1948">Comment #24-5</p>	<ul style="list-style-type: none"> <li data-bbox="339 989 373 1394">○ <b>Cherryvale Road (Boulder County).</b> Revised DEIS should show connections to roadway from bikeway and safe crossing facility.</li> <li data-bbox="388 945 469 1394">○ <b>Table Mesa Interchange.</b> Connections to local bicycle networks and links to the U.S. 36 bikeway are crucial for success. Therefore, we strongly support the parallel alignment along U.S. 36 between Table Mesa and Cherryvale Road. We also support connections at the western end to the Boulder on-street and off-street bicycle networks.</li> <li data-bbox="485 951 548 1394">○ <b>Overall Connections to Transit.</b> All BRT stations along U.S. 36 must have direct, grade separated bicycle connections to the U.S. 36 Bikeway and to all local streets and pathways. In addition, equip all BRT stations with bike racks, lockers and accommodate bicycles on all BRT vehicles.</li> </ul> <p data-bbox="561 942 742 1442"><b>5. WE SUPPORT MINIMIZING ENVIRONMENTAL IMPACTS.</b> While the bikeway itself has significant environmental benefits, the impacts of the bikeway could be minimized through a number of strategies, including mitigation and design modifications. Design elements could include barrier rather than berm separation when necessary, boardwalks through wetlands, and green trail building techniques such as permeable hard surfaces among others. We feel it is acceptable to make modest design adjustments to the bikeway for short sections to minimize environmental impacts, as long as the safety and functionality of the bikeway are not affected. The following modifications to the proposed alignment could further reduce the potential for negative impacts of wetlands, threatened or endangered species, and open space land.</p> <ul style="list-style-type: none"> <li data-bbox="761 945 961 1312">• <b>Avoid a bikeway alignment adjacent to the Coal Creek Golf course.</b> We support a design that extends the bikeway along the south side of U.S. 36 between Flatiron Crossing Drive and Coal Creek Trail. Utilize existing underpasses at Miners Park to cross Flatirons Crossing Drive and at Coal Creek to cross the bikeway from the south side to the north side. This design will avoid potential conflicts among golfers and bikeway users and minimize impacts to Golf Course property of the current design in the DEIS. Furthermore, extending the south side bikeway will minimize maintenance costs due to shading of bike facility that a north side alignment will experience.</li> <li data-bbox="980 942 1105 1312">• <b>Consider a variety of design options between McCaslin and Table Mesa to reduce impacts of the bikeway to this sensitive area.</b> While this group strongly supports keeping the bikeway adjacent to the highway, details of the alignment through this section should be carefully thought through. Options to consider may include keeping the trail on the south side of the highway for longer than now proposed (although it should be on the north side at</li> </ul> <p data-bbox="1140 938 1156 1008" style="text-align: right;">Page 3 of 4</p>	<p data-bbox="735 464 760 804"><b>Response to Comment #24-5:</b></p> <p data-bbox="764 92 898 804">Refinements to the bikeway design would be ongoing through final design. Efforts to avoid and minimize impacts will continue to be pursued. The bikeway alignment has been revised in the area around the Coal Creek Golf Course to reduce impacts. Refer to response to Comment #13-8 for additional details.</p> <p data-bbox="919 92 1052 804">There are sensitive ecological habitats on the south side of US 36 between South Boulder Road and McCaslin Boulevard. The bikeway alignment would be located on the north side of US 36 for this section to avoid impacts to those areas. See response to Comment #17-6 for more details.</p>

Commenter	Comment	Response to Comment
<p>Comment #24-5 (cont.)</p>	<p>McCaslin), and considering co-locating the trail along the highway to cross South Boulder Creek, rather than building a separate bridge for the bikeway across the creek. Under this scenario, the trail would need to cross from the south side to the north side at a point other than at South Boulder Creek. Potential new crossing locations should be further discussed. The bikeway technical advisory group and other local interests should be involved in these discussions.</p> <p>Thank you for considering these comments and for incorporating the needs of the current and future bicycle community into your subsequent documents and planning for this critical facility.</p> <p>Sincerely,            Audrey DeBarros          Executive Director, 36 Commuting Solutions</p> <p>Submitted on behalf of:</p> <p>Tim Swope, Boulder County          John Carpenter, City of Westminster          Jay Wolfarth, Town of Superior          Martha Koslowski, City of Boulder          Kristian Pritz, City and County of Broomfield          Scott Robison, City of Louisville          Neal Laurie, Build the Bikeway</p> <p style="text-align: right;">Page 4 of 4</p>	

Commenter	Comment	Response to Comment
<p>Sierra Club, Rocky Mountain Chapter, Betsy Hand and Bill Roettker Comment #25</p>	<p>US 36 Mobility Partnership c/o CDR Associates Attention: Andrea Meneghel 100 Arapahoe Avenue, Suite 12 Boulder, CO 80502</p> <p>Dear Mr. Meneghel,</p> <p>The Rocky Mountain Chapter of the Sierra Club is pleased to submit formal comments on the US 36 Corridor Draft Environmental Impact Statement/Draft Section 4(f) Evaluation (US36 DEIS) which are included as an attachment to this letter. We appreciate the opportunity to comment, and our comments are intended to assist the Colorado Department of Transportation, the Regional Transportation District, the Federal Highway Administration, the Federal Transit Administration, reviewing agencies, non-governmental organizations and the general public in arriving at the best decisions for the benefit of present and future generations of Colorado citizens.</p> <p>We appreciate the opportunity to participate in US36 Corridor studies, leading up to this DEIS, and look forward to participating in further studies, discussions, and meetings leading up to the final decisions in this vital transportation corridor.</p> <p>Sincerely,</p> <p>Betsy Hand Bill Roettker RMC Transportation Committee Co-chairs</p> <p>cc: Susan LeFever, Chapter Director</p>	<p>Sierra Club Rocky Mountain Chapter 1536 Wynkoop Street Suite 4B Denver CO 80202 September 17, 2007</p>

Commenter	Comment	Response to Comment
<p>Comment #25-1</p>	<p>Comments Submitted by SIERRA CLUB ROCKY MOUNTAIN CHAPTER to COLORADO DEPARTMENT OF TRANSPORTATION and REGIONAL TRANSPORTATION DISTRICT on the US36 Corridor Draft Environmental Impact Statement/Draft Section 4(f) Evaluation (US36 DEIS)</p> <p>September 17, 2007</p> <p>Rocky Mountain Chapter of the Sierra Club 1536 Wynkoop Street Suite 4B Denver CO 80202 303-861-8819 www.mc.sierraclub.org</p> <p>Comments are provided on general matters and on specific items regarding the US36 Corridor Draft Environmental Impact Statement (US36 DEIS) prepared in accordance with the National Environmental Policy Act (NEPA).</p> <p><b>Sierra Club Transportation Policy</b> The Sierra Club supports transportation policy and systems that:</p> <ul style="list-style-type: none"> <li>• minimize the impacts on and use of land, airspace and waterways, minimize the consumption of limited resources, including fuel, and reduce pollutant and noise emissions;</li> <li>• provide everyone, including pedestrians, bicyclists and transit users, with adequate access to jobs, shopping, services and recreation;</li> <li>• provide adequate and efficient goods movement and substitute local goods for those requiring long distance movement, where feasible;</li> <li>• encourage land uses that minimize travel requirements;</li> <li>• strengthen local communities, towns and urban centers, and promote equal opportunity;</li> <li>• eliminate transportation subsidies which handicap achievement of the above goals; and</li> <li>• ensure vigorous and effective public participation in transportation planning.</li> </ul> <p><i>(Adopted by the Sierra Club Board of Directors, February 19-20, 1994; amended May 7-8, 1994; see <a href="http://www.sierraclub.org/policy/conservation/trans.asp">http://www.sierraclub.org/policy/conservation/trans.asp</a>)</i></p> <p>The Rocky Mountain Chapter of the Sierra Club supports improvements to the US36 corridor that are true to these goals.</p>	<p><b>Response to Comment #25-1:</b> Comment noted.</p>
<p>Comment #25-2</p>	<p><b>A. General Comments on US36 DEIS</b></p> <p>1. Minimally impactful and financially realistic alternatives were not considered in the DEIS. Packages 2 and 4 have estimated costs that exceed \$2 billion, and funding for that level of improvement has not been identified. These packages have significant footprints along the corridor, increase vehicle miles traveled and fuel consumption, and produce higher levels of</p>	<p><b>Response to Comment #25-2:</b> As part of the EIS and as required by NEPA, a range of reasonable alternatives was evaluated. Subsequent to the release of the DEIS, the PAC developed and agreed to the Combined Alternative Package (Preferred Alternative). The Combined Alternative Package (Preferred Alternative) has one buffer-separated managed lane located in the median in each direction with auxiliary lanes (no new general-purpose lanes – except in the eastbound direction from Sheridan Boulevard to I-25). In addition, the Combined Alternative Package (Preferred Alternative) includes many TDM elements. See the Combined Alternative Package description in Section 2.6, Package Descriptions, for more details.</p>

Commenter	Comment	Response to Comment
<p>Comment #25-2 (cont.)</p>	<p>pollution and greenhouse gas emissions. An alternative that includes a single bus rapid transit/high occupancy vehicle (BRT/HOV) lane in each direction without additional general purpose lanes (similar to the Urban Partnership Agreement application to the US Department of Transportation submitted in spring 2007) must be included in the alternatives and evaluated along with Packages 2 and 4. This alternative will be less expensive than Packages 2 or 4 and could form the first phase of US36 improvements. The environmental impacts (footprint, wetlands, air quality, noise, visual, etc.) of this scaled-back alternative will also likely be less than Packages 2 and 4. Coupled with aggressive Transportation Demand Management measures (see comment A.2 below) it might even have less environmental impact than the No Build alternative by potentially reducing vehicle miles traveled. This alternative would also tend to emphasize transit – a more environmentally-friendly transportation option in the US36 corridor.</p>	<p><b>Response to Comment #25-3:</b> As part of the Combined Alternative Package (Preferred Alternative) process, the specific TDM elements included in the US 36 Corridor FEIS have been expanded upon to provide more detail. See Section 2.6, for more details on the TDM elements of the Preferred Alternative. Also, see response to Comment #17-29.</p>
<p>Comment #25-3</p>	<p>2. Transportation Demand Management, while listed as a component of Packages 2 and 4, does not appear to have been factored into travel projections. Aggressive TDM measures can shift a significant number of travelers from single occupant vehicles (SOV) into high occupant vehicles, transit (including BRT), and alternative modes of travel, or reduce the need for trips on US36. Other reasonably foreseeable conditions, such as progressively higher prices for petroleum-based fuels due to peak oil market forces, were not factored into future travel choices. These glaring deficiencies in the DEIS must be corrected.</p>	<p><b>Response to Comment #25-4:</b> The FEIS analyzes greenhouse gas emissions on a regional basis, within the nine-county DRCOG region. Regional greenhouse gas emissions would increase by up to 1 percent as a result of the additional bus service added on the US 36 corridor. Other projects that are identified in the DRCOG long-range plan (such as FasTracks and other major roadway improvements) are already accounted for in the analysis, as part of Package 1 (No Action), and would not be expected to increase greenhouse gas emissions further.</p>
<p>Comment #25-4</p>	<p>3. The Sierra Club and the environmental community in general consider global warming and greenhouse gas emissions to be one of the greatest threats to the well-being of future generations and our global environment. Despite the embarrassing lack of action by the federal government on global warming and greenhouse gas emissions, local and state governments (including Colorado) have recognized the importance of this issue and are taking action to avoid and mitigate the effects. NEPA requires that an EIS take a "hard look" at and discuss the likely adverse environmental impacts of a proposed action; the US36 DEIS does not adequately address the adverse environmental impacts of the proposed alternatives on greenhouse gas emissions or propose significant mitigation. This is a serious and significant shortcoming of the DEIS, particularly in light of the State's current goal of reducing our Carbon footprint by 25% in 2020. According to the DEIS analysis, the new lanes and induced traffic will add 368 tons of CO<sub>2</sub> per day and 134,520 tons per year (365 days) for Package 2 and add 491 tons of CO<sub>2</sub> per day and 179,215 per year for Package 4.</p>	<p>It should be noted that the emission factors used in the analysis reflect existing average greenhouse gas emissions by vehicle type, and these emissions are expected to decrease in the future due to the addition of newer vehicles with tighter emission controls, cleaner fuels, more stringent emission restrictions, and a higher percentage of buses operating on compressed natural gas or electricity. Therefore, the estimated 1 percent increase in greenhouse gas emissions represents a worst-case scenario, using future vehicle miles traveled (which are slightly higher than today), with existing greenhouse gas emission factors (which are higher than projected in the future).</p>
<p>Comment #25-5</p>	<p>4. In the Purpose and Need section, reducing congestion is a stated goal. Yet congestion reduction in both build packages is unattainable as new lanes will fill to current congestion levels within a short period of time after of completion of the project.</p>	<p>It should be noted that the emission factors used in the analysis reflect existing average greenhouse gas emissions by vehicle type, and these emissions are expected to decrease in the future due to the addition of newer vehicles with tighter emission controls, cleaner fuels, more stringent emission restrictions, and a higher percentage of buses operating on compressed natural gas or electricity. Therefore, the estimated 1 percent increase in greenhouse gas emissions represents a worst-case scenario, using future vehicle miles traveled (which are slightly higher than today), with existing greenhouse gas emission factors (which are higher than projected in the future).</p>
<p>Comment #25-6</p>	<p><b>B. Specific Comments</b> 1. In the discussion of the Purpose and Need for US36 Improvements on page ES-5, the document states that "Substantial residential and employment growth along the US 36 corridor occurred during the late 1990s and continues today, substantially increasing the travel demand placed on the corridor. Additional growth is forecast." The least environmentally impactful and least expensive alternative would be limiting future residential and employment growth, thereby reducing travel demand and eliminating the need for highway improvements. Both build packages will do the opposite by inducing more travel</p>	<p>It should be noted that the emission factors used in the analysis reflect existing average greenhouse gas emissions by vehicle type, and these emissions are expected to decrease in the future due to the addition of newer vehicles with tighter emission controls, cleaner fuels, more stringent emission restrictions, and a higher percentage of buses operating on compressed natural gas or electricity. Therefore, the estimated 1 percent increase in greenhouse gas emissions represents a worst-case scenario, using future vehicle miles traveled (which are slightly higher than today), with existing greenhouse gas emission factors (which are higher than projected in the future).</p>

Commenter	Comment	Response to Comment
		<p><b>Response to Comment #25-5:</b> Capacity improvements were demonstrated to improve LOS on some segments, so there would be some reduction in congestion for existing users. Another important and often-overlooked aspect of congestion reduction is that the improvements to regional facilities tend to induce regional travelers to use those regional facilities, rather than using arterials. If the facility is "filling up," it is at least in part because the travelers attracted to the improved facility perceive a benefit in changing their route. This secondary benefit is not captured by simple analysis of LOS on a facility before and after an improvement.</p> <p><b>Response to Comment #25-6:</b> Land use policies and decisions are not the purview of CDOT or RTD. They are the responsibility of local jurisdictions, and therefore, alternatives that propose land use changes are not feasible. The FEIS uses the land use projections provided by the DRCOG model which is based on land use inputs from the local jurisdictions. Any limit to future residential and employment growth must come from the local jurisdictions that have authority over such matters. However, it is important for local jurisdictions to understand the effects residential and employment growth have on the transportation system and the natural environment.</p>


Commenter	Comment	Response to Comment
Comment #25-6 (cont.)	<p>and more development. The DEIS must state that this alternative was not considered and provide an explanation for why this alternative was not included.</p>	
Comment #25-7	<p>2. The DEIS document is inconsistent and confusing with the use of the term "traffic" (e.g. the last bullet on page ES-12 states "Both build packages would increase traffic between 23 percent to 31 percent in the peak period as US36 approaches Boulder"). Does this mean SOV traffic (a poor outcome) or HOV and BRT traffic (a good outcome)? The relevant metric to evaluate "increased trip capacity" and "expanded access" (as described in the Purpose and Need) is person-trips, not vehicle trips. The DEIS must be clear and consistent in using this metric to evaluate the efficiency of alternatives. Throughout the DEIS document, all discussions of trip capacity and data presented on trip capacity must consistently use person-trips as an appropriate measure.</p>	<p><b>Response to Comment #25-7:</b> While person-carrying capacity is a useful metric, a multi-modal approach must be evaluated in terms of vehicle capacity as well. This project must work within the assumptions of the regional model and the goals of the sponsoring agencies, which include the use of roadway facilities by vehicles. More attention is given to this distinction in the FEIS.</p>
Comment #25-8	<p>3. The DEIS defines a large project area, yet important analyses are restricted to the immediate corridor and not the entire project area. For example, the traffic analysis only evaluates intersections at major US36 interchanges, and not at other intersections within the project area. If traffic on US36 will increase up to 30 percent, then it is logical to assume that higher traffic volumes will travel on local roads to access US36. The DEIS must provide local communities with information on the impacts of the proposed alternatives to local streets and improvements so communities can make informed decisions regarding their support of US36 mitigation programs. The DEIS must include local traffic analyses throughout the project area to evaluate these impacts – the regional traffic model used for the DEIS is inadequate for this level of detail. Likewise, the impact of each alternative on local air quality (homes, schools, hospitals, parks, etc. immediately adjacent to the highway) must be included in the DEIS.</p>	<p><b>Response to Comment #25-8:</b> See response to Comment #14-12 and Comment #16-12.</p>
Comment #25-9	<p>4. If use of HOV or HOT lanes becomes so great that BRT operations are adversely affected by congestion, the option to restrict or eliminate HOV and HOT access to the special lanes must be reserved, and called out specifically as an option in the DEIS.</p>	<p><b>Response to Comment #25-9:</b> "Hot spot" analysis (an analysis of the worst-performing intersections in the project area) of particulate matter less than 10 microns in diameter (PM<sub>10</sub>) and carbon monoxide (CO) has been conducted and the results indicate that no localized significant impacts of PM<sub>10</sub> and CO are expected. Because the hot spot analysis considers the worst-case locations, other locations within the corridor would be expected to have similar or lower concentrations of PM<sub>10</sub> and CO. Analysis of localized impacts for other criteria pollutants and air toxics are not required under NEPA, and therefore were not evaluated quantitatively in this study. Please note, emissions of criteria air pollutants for all packages in 2035 are much lower than those in 2005.</p>
Comment #25-10	<p>5. No meaningful analysis or discussion of the expenditure of toll revenues from HOT lanes in Package 2 is provided. In order to reduce the need for SOV travel in the corridor, and to mitigate the potential for overuse of the HOT lanes, a significant portion of toll revenue should be reserved to promote transit and TDM strategies.</p>	<p><b>Response to Comment #25-10:</b> CDOT, CTE, and RTD have agreed to operate the managed lanes such that they will be managed, in terms of pricing and the definition of HOV, to ensure optimizing the use of the lanes, maximizing travel time savings, and keeping managed lane traffic flowing at 45 miles per hour or faster.</p>
Comment #25-11	<p>6. A significant unresolved issue at the western end of the corridor is the extension of HOV/BRT lanes to Table Mesa park-n-Ride. The Sierra Club supports the extension of the BRT lanes to Table Mesa since this option more effectively fulfills the purpose and need of the project. Transit usage, travel times, convenience, and safety are all improved by completing the BRT lanes to Table Mesa.</p>	<p><b>Response to Comment #25-11:</b> Toll revenues would be used to purchase and maintain the toll related equipment (toll readers, gantries, signs, etc.), and to pay for toll enforcement, collection, and processing activities. Current estimates of toll revenue to be collected indicate these would be</p>
Comment #25-12	<p>7. Another significant unresolved issue at the western end of the corridor is the inclusion of "auxiliary" lanes between McCaslin Blvd. and Table Mesa. Rather than "auxiliary lanes," these are effectively additional general purpose lanes that will carry heavier volumes of SOV traffic. Inclusion of "auxiliary" lanes violates the expressed desires of the local jurisdictions completing the BRT lanes to Table Mesa.</p>	
Comment #25-13		



Commenter	Comment	Response to Comment
		<p>sufficient to cover those costs, but would not likely result in a significant amount of excess to spend on other parts of the project – like construction of new managed lanes, transit, or TDM, or to repay bonds. If additional toll revenue remains after covering these costs, it would be used to help pay for the cost of operating, maintaining, and improving the multi-modal corridor.</p> <p><b>Response to Comment #25-12:</b> See response to Comment #16-9.</p> <p><b>Response to Comment #25-13:</b> See response to Comment #16-9.</p>


Commenter	Comment	Response to Comment
<p>Comment #25-14</p>	<p>and is inconsistent with local transportation plans and the consensus agreement of the corridor communities as expressed in the locally preferred alternative of the US36 Major Investment Study. We note that the DEIS inappropriately ignores the potential impact on wetlands, floodplains, and open space of the "auxiliary" lanes, while including these impacts for the significantly smaller footprint of the proposed bikeway. Further consideration of "auxiliary" lanes as an option for the western end of the corridor should be eliminated from the DEIS.</p>	<p><b>Response to Comment #25-14:</b> The impacts associated with the auxiliary lanes are included in the FEIS.</p>
<p>Comment #25-15</p>	<p>8. To expand access, expand mode of travel options, and provide efficient transit service (as called for in the Purpose and Need), the DEIS must include improved pedestrian and bicycle access to all transit stations and transit vehicles in the US36 corridor. These must be funded improvements included in all budget estimates for all alternatives.</p>	<p><b>Response to Comment #25-15:</b> See updated information on the unresolved issues regarding the auxiliary lanes in Section 2.7, Resolution of Issues.</p>
<p>Comment #25-16</p>	<p>9. A simple and inexpensive mitigation for increased noise levels along the corridor is a reduction in travel speeds. In light of the concerns of the residents near the corridor about higher noise levels, the DEIS should explore a lower design speed (i.e. narrower lanes) along the entire corridor or sections of the corridor that are more severely impacted by noise. By reducing the design speed, these sections could be posted at 55 mph, reducing the noise, but also the amount of real estate, asphalt, cost, fuel, emissions and accidents.</p>	<p><b>Response to Comment #25-16:</b> Bicycle and pedestrian access would be provided at all stations and is included in design and cost estimates. While BRT vehicle specifications have not been made at this time, during final design, consideration will be given to accommodating bicycles on the BRT vehicles consistent with other RTD regional services. In addition, bicycle parking would be provided at all BRT stations consistent with other RTD park-n-Ride facilities.</p>
<p>Comment #25-17</p>	<p>10. The potential for high noise and air pollution levels at BRT median stations might make waiting for buses an uncomfortable and potentially unhealthy or unsafe situation. Noise and air quality at median BRT stations must be evaluated and mitigated.</p>	<p><b>Response to Comment #25-17:</b> Each 5 mile per hour reduction in speed results in approximately 1 dBA change would be required for the human ear to notice a difference. In addition, a reduction in speed means less traffic flow, which does not meet the Purpose and Need for this project. Speed reductions are also difficult to enforce.</p>
<p>Comment #25-18</p>	<p>11. We favor the direct alignment of the bikeway along US36. It makes little sense to require bicyclists to take a detour from the path of the highway, adding extra distance to their trip. The DEIS cites environmental impacts on wetlands and on the Prebles Mouse as negative factors for the direct alignment. Somehow these same factors are not cited in consideration of the additional "auxiliary lanes" for cars, which are essentially additional general purpose lanes that would be constructed under both "built" alternatives. The auxiliary lanes would consume far more space than the bikeway. An environmentally sensitive solution that minimizes or eliminates impacts to wetlands and open space can be developed for the direct bikeway alignment along US36. We favor the direct alignment of the bicycle path, and eliminating the "auxiliary lanes." Bikeway connections to local bicycle path systems must be included in the DEIS and budgeted for. This strategy will improve the bikeway significantly, reduce traffic problems at some intersections in the city, and the net environmental impact will be smaller.</p>	<p><b>Response to Comment #25-18:</b> As part of the Combined Alternative Package (Preferred Alternative), median BRT stations have been replaced with BRT stations located on ramps adjacent to park-n-Rides at various interchanges. As a result of this design change, the potential noise and air quality impacts have been reduced.</p>
<p>Comment #25-19</p>	<p>12. Transportation projects such as US36 have a disproportionately higher impact on the health and quality of life on minority and low-income residents in the corridor. The Environmental Justice analysis does not address air quality impact on these communities. Delaying the analysis of these impacts to the Final EIS is unacceptable. Options for mitigation of financial inequity of express lanes on low-income populations are so general that they are meaningless.</p>	<p><b>Response to Comment #25-19:</b> The Combined Alternative Package (Preferred Alternative) includes a bikeway parallel to US 36. The discussion of impacts associated with the two bikeway options are in comparison of each other, not in relationship to the impacts associated with auxiliary lanes. The US 36 alignment has greater impacts to wetlands, Ute ladies'-tresses orchid habitat, and Preble's meadow jumping mouse habitat than the Cherryvale Road/South Boulder Road off-street alignment. During final design, further efforts to avoid</p>
<p>Comment #25-20</p>		

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		<p>environmental impacts will be explored. The Combined Alternative Package (Preferred Alternative) includes climbing lanes and bus-only auxiliary lanes between McCaslin Boulevard and Foothills Parkway/Table Mesa Drive. See response to Comment #17-16 for more details.</p> <p>For more information on the Combined Alternative Package (Preferred Alternative), including bikeway elements, see the description of the Combined Alternative Package in Section 2.6. Also, see the general bikeway response in the Clarification and Detail for Common Comments section of this volume, and the updated information on the unresolved issues regarding the auxiliary lanes in Section 2.7.</p> <p><b>Response to Comment #25-20:</b>                      The environmental justice analysis, per federal regulations, addresses those resources for which there would be an adverse effect predominately borne by environmental justice populations. Air quality was not one of the resources. There would be no exceedances of any of the criteria air pollutants, and while the emissions would be higher for the build packages than the No Action Package, they would still be considerably lower in 2035 than they are today.</p> <p>More information on the social equity of tolling is provided in the general funding response in the Clarification and Detail for Common Comments section of this volume.</p>

Commenter	Comment	Response to Comment
<p>Northwest Parkway Public Highway Authority, Steve Hogan                      Comment #26</p>	 <p>3701 Northwest Parkway                      Broomfield, Colorado 80020                      Phone: 303-533-1200 • Fax: 303-404-3049                      Email: nwp@nwpky.org                      www.nwpky.org</p> <p><b>Northwest Parkway Public Highway Authority</b></p> <p>September 17, 2007</p> <p>Ms. Andrea Meneghel                      CDR Associates                      100 Arapahoe Avenue Suite 12                      Boulder, CO 80302</p> <p>Dear Ms. Meneghel,</p> <p>We wish to submit the following comments and suggestions for the U.S. 36 Draft Environmental Impact Statement on behalf of the Northwest Parkway Public Highway Authority. The Northwest Parkway is located in Broomfield and essentially begins at the 96<sup>th</sup>/Interlocken Loop and US 36 interchange and aligns to the north, northeast. We are a major regional transportation corridor servicing the commuters to/from destinations like Denver International Airport, Boulder, Broomfield and Ft Collins along with major corridor connections to E-470, US 36 and I-25.</p> <p>We will be raising our concerns in the format as discussed at the public hearing that was held in Broomfield.</p> <ol style="list-style-type: none"> <li>1. <b>Do you agree there is a need for transportation improvements?</b>                      The Parkway believes very strongly that improvements to the US 36 corridor are needed. There is currently a gridlock in the AM and PM on 36 that effects pollution, plus impacts both businesses and employees with wasted unproductive time, sitting in traffic. As the employment centers increases along the 36 corridor, traffic will also increase.</li> <li>2. <b>Do you like any particular package or elements within a package?</b></li> </ol>	<p><b>Response to Comment #26-1:</b>                      Comment noted.</p>

Commenter	Comment	Response to Comment
<p>Comment #26-2</p> <p>Comment #26-3</p> <p>Comment #26-4</p>	<p>We support a hybrid combination of both Package 2 and 4. The Packages as proposed are difficult at best to support. We view the Northwest Parkway as a Major grade separated transportation corridor. Both Packages 2 and 4 literally cut off the Northwest Parkway from connectivity with the new managed lanes transportation network. The Northwest Parkway currently serves as a major access point to DIA from Boulder. Both these Packages cut off the Parkway from 36 no matter what lane they are in. The current plans do not support that access. We would suggest that a hybrid of pavement markings for HOV and Express lanes be studied. This would allow for access directly off 36 from all lanes in a fashion that allows people to get to the Parkway, Interlocken Business Park, and north to Louisville and Lafayette. It allows the smooth flow of traffic and does not put unnecessary drivers back into the general purpose lanes or on side streets congesting the local roadway network and impacting businesses negatively.</p> <p>For all intended purposes, both Package 2 and 4 cut the Northwest Parkway off from 36 and effectively dissuade people from using HOV or Express Lanes to get to DIA. If the Parkway extension south were ever built, this configuration would cut off access from 36 to the southern part of the metro area and put people on local streets driving at slower speeds polluting more, rather than a higher speed network.</p> <p>The barrier-separated lanes in Package 2 seem to be the larger problem. That will not allow access to 96<sup>th</sup> Street directly. We would urge you to look at taking out the barrier-separated lanes and instead go to a pavement marking method of separation between lanes. It is possible to have rumble strips or the like to add more of a distinguished separation between lane types. This should improve access safety. In this type of configuration with the distance between ingress and egress of 3000 to 5000 feet, you could eliminate the barrier and have access to all the existing on/off ramps along 36. This would also allow for more access the combined HOV/HOT lanes for both revenue and traffic congestion management.</p> <p>In the HOT lanes, you could charge a toll that is variable by traffic demand. This would limit the impacts to the HOV traffic. It is also important to point out that once customers have accepted tolls, they do want to be able to move from one toll way to another. By using the method listed above this can happen more effectively and efficiently should various forms of tollways continue in the metro area.</p> <p>3. <b>Are you concerned about the impacts of the packages?</b></p> <p>Very much so, cutting off a major grade separated highway like the Northwest Parkway, which currently moves traffic from the Boulder area to DIA is a very large impact. All those HOT/HOV commuters would experience very</p>	<p><b>Response to Comment #26-2:</b></p> <p>The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that includes elements of Package 2 and Package 4, including one buffer-separated managed lane in each direction, ramp BRT stations, interchange improvements, a bikeway, and TDM. Managed lanes would be separated from the general-purpose lanes by a painted buffer. For more details see the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions, and the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p> <p>Access to Northwest Parkway from the managed lanes would be provided via 96<sup>th</sup> Street. While a direct connection between Northwest Parkway and the US 36 managed lanes would not be provided with the US 36 improvements, it would not be precluded from happening in the future.</p> <p><b>Response to Comment #26-3:</b></p> <p>Variable/dynamic pricing would be proposed for all tolled improvements on US 36. Currently, CDOT operates the I-25 express lanes as a variable toll facility, with the hope to transition to dynamic pricing for that and future facilities, like the US 36 managed lanes, in the near future. Variable and dynamic pricing allow higher tolls to be set during the most congested times of day, thereby encouraging some drivers to carpool, take transit, or change the time of their trip. For this project, tolls would be set in such a way to maintain free-flow conditions in the managed lane at all times, so that impacts to carpool and transit vehicles would be minimized. Variable pricing is where toll rates vary according to specific parameters of the toll-paying customer (e.g., by time of day</p>

Commenter	Comment	Response to Comment
		<p>and day of week of travel), but on a fixed schedule based on typical traffic patterns. With dynamic pricing, tolls are also varied according to specific parameters, but they vary in real-time based on actual data (e.g., levels of congestion). In both variable and dynamic pricing systems, tolls are set at levels needed to achieve a specified performance standard (e.g., LOS).</p> <p>Access to Northwest Parkway from the managed lanes would be provided via 96<sup>th</sup> Street. While a direct connection between Northwest Parkway and the US 36 managed lanes would not be provided with the US 36 improvements, it would not be precluded from happening in the future.</p> <p>All proposed toll improvements on US 36 would be fully inter-operable with other existing toll facilities, like Northwest Parkway. This means that the same transponder that is used for Northwest Parkway would be used for the US 36 managed lanes.</p> <p><b>Response to Comment #26-4:</b> See response to Comment #26-2. If Package 2 is ultimately selected, additional consideration would be given to the use of barrier-separation and access.</p>


Commenter	Comment	Response to Comment
<p>Comment #26-4 (cont.)</p> <p>Comment #26-5</p> <p>Comment #26-6</p> <p>Comment #26-7</p> <p>Comment #26-8</p>	<p>limited access and be forced on to smaller municipal streets that were not designed for speed or the quantity of traffic that they will endure or not travel as an intended HOV user. If and when an extension from the Parkway south to Arvada occurs, people coming from Boulder or communities east of 96<sup>th</sup> Street along 36 and wanting to head south are placed on local streets that just can't continue to handle more traffic without any improvements.</p> <p>The Barriers not only block the free movement of cars but snow removal in the winter in the barrier area is very difficult matter. It can even cause the build up of snow ramps that can allow a car to "fly" over the barrier. It would increase cost of maintenance and would need to have the snow hauled out by truck. Barriers would also have an impact on emergency vehicles where time is very important.</p> <p>4. <b>Would you recommend any additional mitigation impacts?</b></p> <p>We would support the reconstruction of the Wadsworth intersection along with the other improvements listed. We do want to point out that one of the drop ramps in Package 2 seems to dump traffic onto secondary and frontage roads which are not designed for increased traffic levels.</p> <p>Sound walls where there are residences are a reasonable solution for both noise and dust. The TREX project seems to have used that technique rather effectively.</p> <p>5. <b>Do you have specific feedback in regard to unresolved issues?</b></p> <p>It seems the overall plan and concepts are reasonable with modifications as presented. One area that warrants a least a look is the fact that right now when you enter Boulder, it is a difficult situation. Maybe having a Park and Ride on the east side somewhere before you enter the city would ease the congestion within the city.</p> <p>We thank you for the opportunity for the input in to the process and appreciate the default that you have in making all the components to this project work.</p> <p>Sincerely,</p>  <p>Stephen D. Hogan Executive Director</p> <p>Cc: Steve Bobrick, NWP Operations Director Mark Shoikoski, NWP Chief Engineer</p>	<p><b>Response to Comment #26-5:</b> The reconstruction of the Wadsworth Parkway interchange is included in the Combined Alternative Package (Preferred Alternative). See the Combined Alternative Package description in Section 2.6, for more information.</p> <p><b>Response to Comment #26-6:</b> Drop-ramps are not an element of the Combined Alternative Package (Preferred Alternative). See the Combined Alternative Package description in Section 2.6, for more information.</p> <p><b>Response to Comment #26-7:</b> Comment noted. Sound walls are recommended in several locations throughout the corridor. See Section 4.13, Noise, for more information.</p> <p><b>Response to Comment #26-8:</b> Additional park-n-Rides between McCaslin Boulevard and Table Mesa Drive were not considered as part of this study. The land adjacent to US 36 in this stretch is predominantly city of Boulder open space and contains sensitive environmental resources. Alternatives that would require substantial ROW in such an environmentally sensitive area would likely not be supported by the city of Boulder and Boulder County.</p>

Commenter	Comment	Response to Comment
<p>36 Commuting Solutions Comment #27</p>	<p style="text-align: center;"><b>36 Commuting Solutions Additional Comments to the U.S. 36 Draft Environmental Impact Statement</b></p> <p><b><u>TRAVEL DEMAND MANAGEMENT</u></b></p> <p>To maximize the efficiency and effectiveness of any build alternative, the MCC and 36 Commuting Solutions support the funding and implementation of TDM strategies to mitigate congestion during construction and for the long-term.</p> <p>Effective TDM implementation can significantly reduce vehicle trips through the construction zone thus minimizing travel delay and loss of economic productivity in the affected area. Major construction projects provide a great opportunity to implement employer-based TDM programs which continue operating after construction has been completed, thus contributing to the meeting of long-term transportation and air quality goals. Throughout the country, local and state governments are supporting or requiring that TDM programs be incorporated into construction projects. For example, Washington State DOT either sets aside one percent of funds for TDM mitigation or calculates the number of vehicle trips that are needed to be reduced and determines how much of an investment is required to meet the trip reduction goal.</p> <p>The DEIS fails to adequately address and allocate funding for the TDM mitigation element during the US 36 construction project. To adequately address the problem, there must be a specific line item added to the budget to provide a funding commitment for a TDM mitigation plan. If the same proportion of TDM funding to total funding that was used for the T-REX project were applied to the US 36 project, approximately \$4 million would be set aside for the planning, implementation and evaluation of the TDM program.<sup>1</sup></p> <p>If the project is divided into phases, there should be a specific TDM Plan and budget for each phase and for each construction phase, the TDM Plan should have three essential stages: (1) Pre-construction Planning; (2) Construction Phase Implementation, and (3) Post-construction Evaluation and Maintenance.</p> <ul style="list-style-type: none"> <li>▪ <b>Pre-construction Phase</b> <ul style="list-style-type: none"> <li>• Develop Maintenance of Traffic Construction Mitigation TDM Plan                             <ul style="list-style-type: none"> <li>○ Form Advisory Committee                                     <ul style="list-style-type: none"> <li>▪ Identify public and private sector stakeholders</li> <li>▪ Establish advisory committee to develop TDM Plan</li> <li>▪ Establish roles and needs of area TMOs</li> </ul> </li> <li>• Identify project goals and performance measures</li> </ul> </li> </ul> </li> </ul>	<p><b>Response to Comment #27-1:</b> See response to Comment #17-116.</p>

<sup>1</sup> According to the T-REX Transportation Expansion TDM Program Handbook (2006) produced by UrbanTrans: "The successful integration of TDM into the T-REX project through the TransOptions program demonstrates a clear opportunity for major corridor construction projects throughout North America. Future TDM programs should be considered early in the planning process and should respond to the specific needs of each project. The handbook provides a checklist to guide the project team and to market and implement the various program elements." (p. 18)



Commenter	Comment	Response to Comment
<p>Comment #27-1 (cont.)</p>	<p><b>36 Commuting Solutions</b>  <b>Additional Comments to the U.S. 36 Draft Environmental Impact Statement</b></p> <ul style="list-style-type: none"> <li>o Focus on reduction of peak hour vehicle trips</li> <li>• Identify target groups of TDM outreach and implementation             <ul style="list-style-type: none"> <li>▪ Employers/employees on either end and middle of construction zone</li> <li>▪ Through travelers</li> <li>▪ Non-work trip customers to major attractors, such as Flatirons Mall</li> </ul> </li> <li>• Survey employers to understand current employee travel behavior and the programs and services that would best fit their needs to achieve trip reduction goals</li> <li>• Develop customized trip reduction plans for employers based on specific TDM strategies designed to meet the needs of their employees</li> <li>• Develop and launch TDM marketing and outreach campaign through ETTCs with support of local government and TMCs</li> <li>• <b>Construction Phase</b> <ul style="list-style-type: none"> <li>• Implement and monitor TDM Plan                     <ul style="list-style-type: none"> <li>o Focus on the development of employer-based commute trip reduction (CTR) programs that can continue after construction is complete                             <ul style="list-style-type: none"> <li>▪ Compressed work week programs/ Telecommuting</li> <li>▪ Ridesharing</li> <li>▪ Transit subsidies</li> <li>▪ Vanpool subsidies and formation services</li> <li>▪ Preferential parking programs</li> <li>▪ Bicycle commuting support</li> <li>▪ Variable Message Signs for through travelers</li> </ul> </li> </ul> </li> </ul> </li> <li>• <b>Post-construction</b> <ul style="list-style-type: none"> <li>• Evaluate and maintain employer-based CTR programs                     <ul style="list-style-type: none"> <li>o Identify sustainable funding sources to maintain CTR programs</li> <li>o Program and conduct periodic travel behavior surveys to continually evaluate the long-term effect of the TDM element</li> </ul> </li> </ul> </li> </ul> <p>The MCC and 36 Commuting Solutions recommends incorporating lessons-learned from other projects that used TDM in work zones, such as the following:</p> <ul style="list-style-type: none"> <li>• <i>I-25 &amp; I-225 Reconstruction - Denver, CO</i></li> <li>• <i>I-405 Corridor - Washington State DOT</i></li> </ul>	

Commenter	Comment	Response to Comment
<p>Comment #27-1 (cont.)</p> 	<p><b>36 Commuting Solutions Additional Comments to the U.S. 36 Draft Environmental Impact Statement</b></p> <hr/> <ul style="list-style-type: none"> <li>• <i>I-405 Access Downtown Project—Bellevue, Washington</i></li> <li>• <i>Highway 101 - San Luis Obispo County</i></li> <li>• <i>I-15 Reconstruction - Salt Lake City, Utah</i></li> <li>• <i>Springfield Interchange - Virginia</i></li> <li>• <i>Marquette Interchange—Milwaukee, Wisconsin</i></li> <li>• <i>Woodrow Wilson Bridge Project—Virginia, Maryland</i></li> </ul>	


Commenter	Comment	Response to Comment
<p><b>PUBLIC – WRITTEN AND E-MAIL COMMENTS</b></p> <p><b>Josef and Augusta Faehnrich</b> <b>Comment #28</b></p>	<p>US 36 Corridor Project Project No. NH 0361-0700(14133)</p> <p>From: Josef and Augusta Faehnrich 2152 Kristal Way Westminster, CO 80221 PH: 303-430-7686 August 8th, 2007</p> <p>As a concerned resident of Unincorporated Adams County, I am firmly opposed to the expansion of the US 36 Corridor Project which does not include the purchase of our home. The economic impact, regardless of the project chosen, to our residence is not reasonable.</p> <p>Below are some impacts if project is approved:</p> <ul style="list-style-type: none"> <li>• Increased highway/rail noise, pollution and vibration</li> <li>• Impacts to health – pollution from toxic diesel and construction equipment will most likely magnify our current health issues we face today, including but not limited to, cardiovascular and respiratory illnesses</li> <li>• Negative impact on property value due to noise, air pollution from transit equipment, vibration, etc</li> </ul> <p>Regards, <i>Josef Faehnrich</i> Josef Faehnrich</p> <p><i>Augusta Faehnrich</i> Augusta Faehnrich</p>	<p><b>Response to Comment #28-1:</b> Your concerns have been taken into consideration. See the general human health response in the Clarification and Detail for Common Comments section of this volume for more information on the impacts associated with close proximity to highway and transit infrastructure.</p> <p>With the Combined Alternative Package (Preferred Alternative), ROW and property impacts have been substantially reduced. Noise impacts are covered in Section 4.13, Noise. Vibration from the roadway is not typically covered in an EIS. However, vibration from the buses is included in Section 4.13.</p> <p>It is difficult to quantify the market effects on property value. Property value is based on many factors. Proximity to the highway can have negative (noise, vibration, etc.) as well as positive (location and access) impacts on property value.</p>

Commenter	Comment	Response to Comment
<p>George and Josephine Sanchez Comment #29</p>	<p>US 36 Corridor Project Project No. NH 0361-0700(14133) George and Josephine Sanchez 2100 Kristal Way Denver, CO 80221 August 10, 2007</p> <p>We are concerned residents of Unincorporated Adams County. Looking through your draft that came out 8/3/07 regarding the plans of US 36 Corridor Project, it does not appear that our home will be purchased. Due to the impact that we will be experiencing is not reasonable to live our home from being purchased.</p> <p>Listed below are some of the impacts that we will be experiencing:</p> <ul style="list-style-type: none"> <li>• Increased highway noise</li> <li>• Pollution and vibration</li> <li>• Impacts to health</li> <li>• Negative impact on property value</li> <li>• Negative view</li> <li>• Physical and emotional stress</li> </ul> <p>Sincerely, <i>Mr. &amp; Mrs. George A. Sanchez</i> Mr. &amp; Mrs. George A. Sanchez</p>	<p><b>Response to Comment #29-1:</b> See response to Comment #28-1.</p>

Commenter	Comment	Response to Comment
<p>Peggy Atkinson Comment #30</p> <p>Comment #30-1</p>	<p style="text-align: right;">Aug. 22-07</p> <p>Hi Lisa, I wish you would consider letting the Broomfield Historical Society, moving Shep's grave to the Broomfield Depot Museum and moving House Historical Location. We would be able to have his markers and fence so the school children and visitors could enjoy his Broomfield History! The people could decorate his grave there, and we would protect his historical interest in the community. Thank you Peggy Atkinson</p>	<p><b>Response to Comment #30-1:</b> CDOT will help the Broomfield Historical Society move the monuments marking Shep's Grave to a more suitable location on the Broomfield Depot Museum grounds.</p>

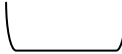




Commenter	Comment	Response to Comment
<p>Maryruth Golon Comment #31</p>	<p>Date: 8/28/07 To: US 36 Mobility Partnership From: M Golon 11224 Chase Ct Westminster, Co 80020 Concerning: US 36 Corridor IES</p> <p>I am a third generation Colorado Native whose car proudly displays Pioneer Plates. I have traveled the US 36 Corridor (Boulder-Denver Turnpike) on a regular basis since it opened in 1952. I live near US 36 and feel it is my public duty to express my concerns about Package 2 and support of Package 4.</p> <p>I remember the promises of the politicians during the building of The Boulder-Denver Turnpike. They said that after the road was paid for it would no longer be a toll road of any kind, maintenance and improvements would be the responsibility of the Federal and State Government. It disturbs me greatly that Package 2 not only requires a toll for the new lanes being added but it builds no new general purpose lanes.</p> <p>I can understand tolls to build a new highway I <u>can not</u> support tolls to improve existing highways. I-25 was recently improved down south and no tolls were placed on any of its lanes. The north area should expect no less!</p> <p>I support free HOV lanes because it helps our environment and rapidly deteriorating air quality. I do believe that each car should have at least 3 people to use such lanes. I don't believe people should be allowed to pay to pollute and drive faster in Express lanes.</p> <p>As many native Colorado citizens my husband and I find ourselves greatly burdened by the rapid inflation here in Colorado. This inflation is largely due to the huge number of new residence from states whose much higher cost of living allows them to afford a much more here. Our savings can't compete. Package 2 allows the new rich even more privileges.</p> <p>Sincerely, M Golon</p> <p>P.S. Why don't we fund the new lanes by changing a real estate tax on new homes above \$200,000.00 or more then 3,000 sq ft.?</p>	<p><b>Response to Comment #31-1:</b> Congestion pricing (charging a toll for SOVs) on US 36 is being proposed as a way to discourage SOV travel during the most congested times of day when pollution is at its worst. The higher tolls charged during peak travel periods should encourage some SOV drivers to carpool, take transit, or change the time of their trip. When drivers absolutely have to make a trip during peak travel periods, alone and arrive on a particular schedule, they may choose to pay the toll for a more reliable travel time that can be provided by the managed lane. Tolling on US 36 is proposed primarily for congestion management benefits, not to raise revenue.</p> <p>The managed lane would be free to HOVs and buses. Only SOVs would be charged a toll for using the managed lane. SOVs would be free to use the existing general-purpose lanes. Use of the managed lanes by HOVs, buses, and some SOVs should alleviate some of the congestion in the general-purpose lanes.</p> <p>At the time that the TREC project was authorized in 1999, Colorado did not have the authority to charge tolls on the state highway system. The CTE came into existence in 2002, well after the plan of finance and design-build contract for TREC was complete. Since granted the ability to toll in 2002, CDOT has examined tolling as an alternative for projects that include adding new capacity (i.e., adding additional lanes). In some cases, due to local opposition, minimal revenue potential, minimal congestion relief benefits, and other reasons, tolling has not been pursued.</p>
<p>Comment #31-1</p>	<p>Comment #31-2</p>	<p>Response to Comment #31-2</p>


Commenter	Comment	Response to Comment
		<p>Until passage of SB 09-108 (FASTER) in March 2009, tolling in Colorado was allowed only on new capacity. The US 36 managed lanes would be new capacity, and only those new lanes would be subject to a toll. The FASTER bill does allow tolling on existing capacity, but the US 36 EIS does not propose tolling of the existing lanes.</p> <p><b>Response to Comment #31-2:</b>            Any tax increase, including a real estate tax, requires voter approval under TABOR. Only a citizen initiative or legislatively referred measure, followed by voter approval within the affected jurisdiction, can raise tax rates. There is no plan to increase taxes to finance US 36 improvements at present.</p>

Commenter	Comment	Response to Comment
<p>MWH, Michael Fellows Comment #32</p>	<p style="text-align: right;">8/30/07</p> <p style="text-align: center;">29 August 2007</p> <p style="text-align: center;"> <b>MWH</b></p> <p>U.S. 36 Mobility Partnership c/o CDR Associates 100 Arapahoe Avenue, Suite 12 Boulder, CO 80502</p> <p>Dear Sir,</p> <p>I wish to submit the following comments and suggestions for our company concerning the U.S. 36 Draft Environmental Impact Statement (DEIS). We commend the DEIS Project Team for their thoroughness in preparing this extensive document.</p> <p>Headquartered in Broomfield, Colo., MWH is a private, employee-owned firm with approximately 6,000 employees worldwide. The company provides water, wastewater, energy, natural resource, program management, consulting and construction services to industrial, municipal and government clients in the Americas, Europe, Middle East, India, Asia and the Pacific Rim.</p> <p>We have approximately 250 staff in our Broomfield headquarters and an additional 100 personnel located in our Shared Service Center in Westminster. The vast majority of our people use the U.S.36 corridor to commute to work. Therefore, we are extremely interested in the outcome of the U.S.36 DEIS.</p> <p>I will structure my comments around the following questions.</p> <p><b>(1) Do you agree that there is a need for transportation improvements?</b></p> <p>We strongly believe there is a need for significant transportation improvements along U.S.36. Both from personal and staff observations, we have seen significant increase in traffic volume along U.S.36 in recent years, with increased levels of disruption. Projections for increased employment and population growth through 2030 along this corridor will only further aggravate the problem. However, we also recognize that due to funding limitations we must support a phased implementation program of transportation improvements.</p> <p><b>(2) Do you like any particular package or element within a package?</b></p> <p>We like parts of both Packages 2 and 4 and therefore, support the development of a "hybrid" alternative. Further analysis needs to be performed to determine the ultimate configuration. Key elements we want to include for a "hybrid" alternative include:</p> <p style="text-align: right;">380 Inspiration Crescent Suite 200 Broomfield, Colorado 80001 Tel: 303 533 1900 Fax: 303 533 3901 <small>Delivering Innovative Projects and Solutions Worldwide</small></p>	<p><b>Response to Comment #32-1:</b> Comment noted.</p> <p><b>Response to Comment #32-2:</b> See response to Comment #23-2.</p>



Commenter	Comment	Response to Comment
<p>Comment #32-2 (cont.)</p>	<p>29 August 2007</p> <ul style="list-style-type: none"> <li>Multi-modal package that has a bikeway, Bus Rapid Transit (BRT), carpooling, general purpose or managed travel lanes and transportation demand management.</li> <li>Places a priority on developing BRT and carpooling options, and:</li> <li>Provides flexibility in managing the corridor performance over the long term.</li> </ul> <p>In Package 2, we are very concerned about the impact of the barrier separated express lanes which restrict corridor-wide access to existing access locations in Louisville/Superior, Broomfield/Interlocken and Westminster. This package also appears to limit carpool access. We support the concept of High Occupancy Tolls (HOT), if it is focused on managing traffic capacity to maximize system performance. Additionally, HOT lanes must support expanded travel choices for BRT and be free to High Occupancy Vehicles (HOVs). Single Occupancy Vehicle access could be managed by price levels as currently done along I-25. Due to funding limitations, we could accept the approach of not initially adding an additional general purpose lane as described in Package 4. However, planning should address the potential addition for the long term development of the corridor.</p> <p><b>(3) Are you concerned about the impacts of the packages?</b></p> <p>Our biggest concern, as stated above, relates to Package 2 with its barrier separated express lanes. We find this unacceptable due to the expected impact on corridor-wide access to existing access points and carpool access. We prefer the "buffer" or painted stripes separation approach contained in Package 4. The designated location of drop-ramps for Package 2 also appears to dump traffic into secondary and frontage roads which are not designed for increased traffic levels. One drop-ramp designated for Interlocken would enter adjacent to our Global Headquarters location and potentially adds significant traffic to Interlocken Boulevard and Midway Boulevard, both which do not appear designed for this increased traffic load. Additionally, we support the City of Westminster's opposition to the use and location of the drop-ramp for Westminster Boulevard Bridge for the same reasons of access and local traffic impact.</p> <p><b>(4) Would you recommend any additional mitigation impacts?</b></p> <p>We strongly support the timely reconstruction of designated interchanges along the U.S.36 corridor. In particular we would like to see the timely reconstruction of the Wadsworth interchange to alleviate traffic congestion. Better access would be provided by realignment of Old Wadsworth to intersect with an extended 112<sup>th</sup> Avenue. This new connection would greatly improve east-west traffic in the area, tying Wadsworth Parkway through the new Arista Development to Main Street in Broomfield.</p>	<p>Response to Comment #32-3: See response to Comment #23-3.</p>

Commenter	Comment	Response to Comment
<p>Comment #32-4</p>  <p>Comment #32-5</p>  <p>Comment #32-6</p>  <p>Comment #32-7</p> 	<p>29 August 2007</p> <p>For the stretches of US36 which will have new or replacement sound barrier walls, it is requested that extensive xeriscape landscaping be implemented between the walls and adjacent houses to help reduce the visual impact of the walls and help capture dust and particulates that invariably are created by the increased traffic load. There is also great concern that these sound barrier walls will become targets for graffiti, which will further impact property values of nearby houses. Hopefully the design and material construction of the walls will not create a drab, tunnel effect for those driving along US36 and living adjacent to the walls.</p> <p>(5) Do you have specific feedback in regard to unresolved issues?</p> <p>We support the continuation of the BRT travel lane to Table Mesa and not end at Cherryvale Road. Additionally, we would prefer the U.S. 36 bikeway alignment as providing a shorter distance of travel and more direct access for riders. We have several people who bike from the Boulder area several times a week to our Broomfield headquarters and even to our Westminster office. Request additional study be accomplished as how the City of Boulder can accommodate the additional westbound traffic that would result from the proposed transportation improvements. It is not uncommon that current morning commuter traffic into Boulder traffic backs up from Table Mesa to Louisville.</p> <p>I would be pleased to discuss any of these comments and recommendations further with your staff. I expect that after attending the public hearings on the DEIS, we might submit additional comments. I can be contacted either by telephone (303-410-4007) or email (mike.fellows@mwhglobal.com).</p> <p>Sincerely,    Michael H. Fellows, Ph.D., P.E.  Chief of Staff  Senior Vice President</p> <p style="text-align: center;">3</p>	<p><b>Response to Comment #32-4:</b> See response to Comment #23-4.</p> <p><b>Response to Comment #32-5:</b> Comment noted. See response to Comment #16-9.</p> <p><b>Response to Comment #32-6:</b> As part of the Combined Alternative Package (Preferred Alternative) process, the US 36 bikeway alignment was selected in this section because it would better serve the transportation goals of the project. Efforts to further minimize the impact of the US 36 adjacent alignment will be incorporated through the final design process. Also, see the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #32-7:</b> The proposed alternatives would not result in substantial additional westbound traffic overall. Some westbound traffic that avoids US 36 in the morning uses arterials such as South Boulder Road, Baseline Road, and Arapahoe Road. When capacity is added to US 36, projected volumes on these other arterials drop. For the most part, westbound US 36 is the capacity constraint that forces some regional trips to use these local arterials instead. The proposed project keeps the existing westbound general-purpose capacity (two lanes) under the McCaslin Boulevard bridge, so there would be no increase in the capacity for regional trips to enter Boulder. Furthermore, the existing westbound arrangement at the US 36/Foothills Parkway/Table Mesa Drive interchange has two highway lanes entering on US 36, but four highway lanes exiting (two on US 36 and two on Foothills Parkway). Even before the capacity of Table Mesa Drive (to carry westbound traffic to Broadway destinations) is accounted for, it should be apparent that US 36 is artificially constraining regional travel demand at this location. Also, see response to Comment #6-6.</p>

Commenter	Comment	Response to Comment
<p>Harlen and Sharon Garcia Comment #33</p>	<p>TO: US 36 EIS</p> <p>FROM: Harlen and Sharon Garcia 2274 Kristal Way Denver, CO 80221 303-428-1515</p>  <p>DATE: August 29, 2007</p> <p>SUBJECT: US 36 Corridor Project</p> <p>I want to begin by telling you that our address in your database is incorrect -- it is 2274 Kristal Way not 2271 Kristal Way.</p> <p>As homeowners along US 36, we are very concerned about the prospect of having construction done on this highway. We have already been impacted severely by just the possibility. Our lives have been impacted in a very negative way. We feel that our homes have already been devalued tremendously due to the fact that we must disclose to prospective buyers the possibility that highway 36 improvements may take place in the future. That is very unfair to us as homeowners when you don't even have the funding set in place. We believe we shouldn't be undergoing all of the stress, fatigue, unhappiness and worry that has been created by the "possibility" that Highway 36 may be undergoing improvements. We feel we can't even move forward in our lives by investing any further monies in our homes for improvements due to the uncertainty. We feel that even before anything has even gotten started with the construction our health, quality of life and financial situation have been jeopardized. It is like living with a terminal illness wondering when/if this project will take place and what will be the cost/impact once that day comes. It is really shameful how negligent you have been in addressing our concerns/needs.</p> <p>Our homes in the Kristal Subdivision are ONLY 8 years old! We feel that the investment we made just 8 years ago has gone down the tubes. That in plain English is NOT FAIR. Then there is talk that you may be taking 10</p>	<p><b>Response to Comment #33-1:</b> Your address has been changed in the US 36 database to 2274 Kristal Way, as requested.</p>
<p>Comment #33-2</p>	<p><b>Response to Comment #33-2:</b> Unfortunately, providing landowners with knowledge that all or a portion of their property may be acquired by a proposed future transportation project can negatively impact a property's marketability. However, public disclosure of proposed transportation improvements and public involvement in the shaping and definition of such improvements is a critical component of large capital improvement projects. Compensation will only be paid to landowner's that have all or a portion of their property actually acquired for a build alternative (if a build alternative is approved). Landowners living in close proximity to the project that will not have any portion of their property acquired for the project will not be eligible to receive compensation.</p>	<p><b>Response to Comment #33-1:</b> Your address has been changed in the US 36 database to 2274 Kristal Way, as requested.</p>

Commenter	Comment	Response to Comment
<p>Comment #33-2 (cont.)</p> <p>Comment #33-3</p>	<p>homes rather than all 15 that are in the subdivision. When we purchased our home we bought on the south side of the street so that we would be further away from US 36. Now the proposal is to place the remaining 5 homes next to the highway. I can only stress again what a negative impact this is on our lives both medically and financially.</p> <p>What do you plan to do to compensate those left behind? We already fear for our health at the present time with all of our worries but what will become of our health once the work begins. We will be subjected to so much noise and air pollution – we will experience double hazards because of the construction on the highway and the demolition of homes that will be taking place to allow for the expansion. We were living here when the last work was done on Highway 36. The noise, dust, and vibration of equipment were almost intolerable. Not only do we feel that our health is jeopardized but the stability of our home is jeopardized as well due to all of the heavy equipment that will be used in the process. We feel that living here while the work is being done would be very detrimental to our well-being. We feel that our lives have already been compromised and there needs to be some answers for us and not a lot of double talk. The financial and medical impact on our lives must be addressed and acknowledged.</p> <p style="text-align: right;">2</p>	<p><b>Response to Comment #33-3:</b>                  See the general human health response in the Clarification and Detail for Common Comments section of this volume. In addition, CDOT will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to ensure fair and equitable treatment of property owners. This includes notification procedures. CDOT will also continue to communicate with property owners throughout the project.</p>



Commenter	Comment	Response to Comment
<p>Gail Stembel Comment #34</p>	<p><i>Gail Stembel Comment 8/29</i></p> <p>SUBJECT: US 36 Highway Expansion US36 Highway from East Boulder Road to I 25 (in most congested areas).</p> <p>The above US36 Highway is in the planning stage of being widened along the corridor mentioned above. Originally discussed at meetings, was the plan to take either partial property or entire property which now have homes, businesses, apartments, etc. along both North and South side of the current US 36. At the July 2006 meeting, we, as home owners, were advised that they now plan only to widen on the South side of US 36. This process will displace at least 100 plus homeowners, some of which have owned our homes since they were built in late 1950s. There is one area that is newly developed with new brick homes that back up to the brick barrier wall. This was just completed within the past 10 years. Why, if the highway department had this in the planning, would they have not advised the home builders about this possibility. The above figure does not include businesses or apartments also along this corridor.</p> <p>On the North side of US36 Highway are many apartments with renters not owners of the property. We do not understand why the most recent change to their plan omits the North side entirely and will only affect the South side.</p> <p><b>I am enclosing a copy of the newsletter that was distributed at the meeting on July 12, 2006. You will note on Page 3 listing Package 1 thru 5 that package 3 and 5 are not now being considered. At the July 12, 2006 meeting held in a lunchroom at a local High School, the attendance, I would estimate maybe 300 people. The meeting itself was scheduled to last one hour. We adjourned from that meeting at 7:45 p.m. with very little accomplished. Concerns were had by all. The only thing that took place, at this time, was a decision to take questions - write them on an easel board and answer them after they were written. Question upon question upon question was written down. One gentleman, in the front row, had more than one concern and they would just overlook him and go on to another. There were two women writing on separate boards. Sheet after sheet being filled. At one point, the person conducting this meeting, stopped the questions and asked some of the experts in the various categories, which were at the back of the room, if they would come forward to respond to these concerns. They refused - they told the speaker to answer our questions and if he stumbled they would let him know. Granted, this man tried to answer a few concerns. Time was getting late. Yes, you know the rest. We will advise you of the next meeting.</b></p> <p>The largest percent of attendees wanted no action to be taken on this project (Package 1 on page 3 of newsletter.) When this was brought up, the people were immediately shut down. The reply was "This Package 1 (no action) was not a consideration.</p> <p>It was brought to our attention that the BNSF (Burlington Northern Santa Fe was currently going ahead with this part since the tracks were already in existence.</p> <p>The largest majority of homeowners were extremely concerned. We have owned our homes for over 30 years. Some are the original owners. They had their homes built in 1957 and since then. As in our neighborhood, residents have added on, made improvements, beautified, raised their</p>	<p><b>Response to Comment #34-1:</b> A Combined Alternative Package (Preferred Alternative) has been developed that combines elements of Package 2 and Package 4. The conceptual design of the Combined Alternative Package (Preferred Alternative) has fewer ROW impacts than Package 2 and Package 4. Locations of properties that would need to be acquired with the Preferred Alternative are shown on the maps in Appendix A, Corridor Reference Maps. ROW impacts for the proposed improvements were not known until the EIS process began and are conceptual in nature. During final design every effort will be made to further reduce impacts to properties as much as possible. See Section 4.4, Right-of-Way and Relocations, for details on ROW impacts. Also, see the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #34-2:</b> As part of the Combined Alternative Package (Preferred Alternative), the cross-section of the proposed US 36 improvements between Sheridan Boulevard and I-25 by keeping the reversible managed lane facility. To keep the existing reversible managed lane facility, the US 36 centerline remains in the location where it is today and is no longer shifted to the south. This has greatly reduced the ROW impacts associated with the project. Also, see response to Comment #34-1.</p> <p><b>Response to Comment #34-3:</b> The format for the July 12, 2006 US 36 EIS public workshop was an open house, followed by a presentation and a facilitated large group discussion/question and answer period, ending with an additional open house with approximately 117 registered attendees. This format provided the public three different opportunities to ask questions and receive answers with members of the project team. The open house portion provided an opportunity for the public to engage with project team members</p>
<p>Comment #34-1</p>		
<p>Comment #34-2</p>		
<p>Comment #34-3</p>		
<p>Comment #34-4</p>		
<p>Comment #34-5</p>		

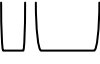
Commenter	Comment	Response to Comment
		<p>directly, while the facilitated discussion portion posed specific questions for the public to respond to. The responses highlighted public concerns. The comments and questions received at the July 2006 public workshops were recorded, summarized, and posted on the project website at <a href="http://www.us36eis.com">www.us36eis.com</a>.</p> <p>Also, see Chapter 6, Public Involvement Program, for more information.</p> <p><b>Response to Comment #34-4:</b> Some attendees at the meetings did express a preference for Package 1, the No Action Package. However, Package 1 does not meet the project Purpose and Need, but it is carried forward through the NEPA process for comparison purposes per federal requirements.</p> <p><b>Response to Comment #34-5:</b> After the passage of FasTracks, the highway and rail projects were separated in 2006 (see Chapter 2, Alternatives Considered). The rail component is now being evaluated by RTD in an Environmental Evaluation of the Northwest Rail Corridor. The Northwest Rail Corridor Project includes commuter rail service between Denver and Longmont. Any changes to BNSF Railway facilities as part of the Northwest Rail Corridor Project will be addressed as part of that process. Please contact RTD for more information or visit the FasTracks website at <a href="http://www.rtd-fastracks.com/">http://www.rtd-fastracks.com/</a>.</p>

Commenter	Comment	Response to Comment
<p>Comment #34-6</p> <p>Comment #34-7</p>	<p>children and also grandchildren. These people are retired and homes since paid off.</p> <p>The Highway projection was, in July 2006, approximately in a seven -year time frame. No one wants to sell and no one would want to buy our homes now knowing what was in store for the future.</p> <p>I prepared this letter after the July 2006 meeting. I have not received any information until August 3, 2007 announcing that the US 36 Draft Environmental Impact statement had been released for public review. I, along with a neighbor, have made at least three trips to the library to try to understand what is proposed. You need to be a Philadelphia lawyer to try to understand what is in both of the 3 inch binders. I know that this is a formality, and that the people preparing these documents know exactly what is what. The regular, everyday person, has no idea of -"WHAT IS WHAT". I am not alone with this presumption. While I was trying to understand these books, another gentleman also came to look at the books. He tried to make some sense of it and turned around and left. Even in looking at the photos and referring the legend explaining the maps, I do not understand.</p> <p>I have been told that at least one meeting has been held since July 2006. I received no information, nor did any of my neighbors.</p>	<p><b>Response to Comment #34-6:</b>                      Unfortunately, providing landowners with knowledge that all or a portion of their property may be acquired by a proposed future transportation project can negatively impact a property's marketability. However, public disclosure of proposed transportation improvements and public involvement in the shaping and definition of such improvements is a critical component of large capital improvement projects. Compensation will only be paid to landowner's that have all or a portion of their property actually acquired for a build alternative (if a build alternative is approved). Landowners living in close proximity to the project that will not have any portion of their property acquired for the project will not be eligible to receive compensation.</p> <p><b>Response to Comment #34-7:</b>                      The information in the FEIS is summarized in the Executive Summary. We attempt to make the document as reader friendly as possible, while still meeting regulatory requirements associated with an EIS. Graphics have been added to show the location of proposed property acquisition. See the corridor reference maps in Appendix A. Specific questions can also be directed to the project team. In addition to the hard and electronic copies of the DEIS document (available at repositories across the corridor), there were also three corridor-wide public hearings held where US 36 project team members presented the information from the DEIS to the public and answered questions. It was also communicated to the public that their questions about the US 36 DEIS could be answered by submitting them through the US 36 project website (<a href="http://www.us36eis.com">www.us36eis.com</a>); or calling the project team (CDR Associates) directly at 720-407-4713; and directing questions to co-project managers: Sandi Kohrs, CDOT, 303-757-9183, <a href="mailto:sandi.kohrs@dot.state.co.us">sandi.kohrs@dot.state.co.us</a>, or Gina McAfee, RTD, 303-820-5232, <a href="mailto:gina.mcafee@c-b.com">gina.mcafee@c-b.com</a>. Additional information regarding the US 36 DEIS was provided in the August 2007 newsletter, which was sent to members of the public listed on the US 36 contact list, both electronically and by mail. Advertisements communicating this information to the public were also placed in the Boulder Daily Camera, The Colorado Daily, The Broomfield Enterprise, and the Westminster Window newspapers.</p>

Commenter	Comment	Response to Comment
<p>Jon Lieber Comment #35</p>	<p>September 3, 2007 U.S. 36 Mobility Partnership c/o CDR Associates 100 Arapahoe Ave, Suite 12 Boulder, CO 80302</p> <p>Subject: U.S. 36 Draft EIS. Comments to be Addressed in the Final EIS.</p> <p>U.S. 36 Mobility Partnership: I have the following comments on the Draft EIS:</p> <ol style="list-style-type: none"> <li>1. The location of the 15-foot sound barrier north of U.S. 36 along Apache in Boulder is very important in terms of noise mitigation effectiveness and resulting visual impacts (potential to block views). The location of the barrier is not adequately described in the Draft EIS. The alignment of the barrier is not clearly shown on the map. The barrier relative to the near lane of U.S. 36, the near lane of Apache, and the Apache intersections.</li> <li>2. The topographical characteristics of the land and the sound barrier are very important in terms of noise/mitigation effectiveness. The information is not provided in the Draft EIS. A set of representative cross-sections between the Pines Court neighborhood and Fox Drive (and further west) should show the relative elevations of the U.S. 36 lanes, the land between the U.S. 36 lanes and the nearest residences on the north side of Apache. The sound wall should not be located in close proximity to Apache because a wall in this location would block views and create slow melting conditions in the winter along Apache. These effects should be acknowledged and avoided by locating the sound wall relatively close to the near lane of U.S. 36, while allowing for proper shoulders and space for road maintenance and snow removal.</li> <li>3. The characteristics of the sound barrier are limited to a 15 foot "wall". The Draft EIS states that there isn't enough room for other options. The location of the barrier to be the north side of U.S. 36 west of Table Mesa beyond the existing ramps. Consequently, the cross sections should show alternative approaches to creating the sound barrier including:             <ol style="list-style-type: none"> <li>1) A 15 foot wall.</li> <li>2) A 15 foot earthen berm.</li> <li>3) A composite berm and wall (5 foot berm with 10 foot wall and 10 foot berm with 5 foot wall)</li> </ol> </li> <li>4. The appearance of the barrier is important and is not described in the Draft EIS. My scoping process letter refers to the "Gateway to Boulder" designs for this portion of U.S. 36. These designs and formally adopted design policy set forth by the City of Boulder and the University of Colorado should be described and considered in the Final EIS mitigation statements. In addition, alternatives for the materials and design features of the wall facade should be characterized. Existing fences along the south side of U.S. 36 are frequently tagged with graffiti, especially</li> </ol>	<p><b>Response to Comment #35-1:</b> A sound wall is proposed for the north side of US 36 along Apache Road in this general location. At this time only the general location of noise walls has been evaluated, and 100 percent engineering of the noise walls has not been completed; therefore, the location of the walls, relative to US 36 and Apache Avenue, has not been finalized and cross-sections have not been provided. This information will be finalized as part of final design.</p> <p><b>Response to Comment #35-2:</b> See Response to Comment #35-1.</p> <p><b>Response to Comment #35-3:</b> While earthen berms may be more visually pleasing, they require a substantial amount of undeveloped land between the highway and homes, which does not exist at any of the impacted sites along the corridor.</p> <p><b>Response to Comment #35-4:</b> Sound walls will be constructed with template forms to mitigate for visual impacts. Aesthetics for the sound walls will be defined during final design. CDOT will be responsible for maintaining the walls, including removing graffiti.</p>




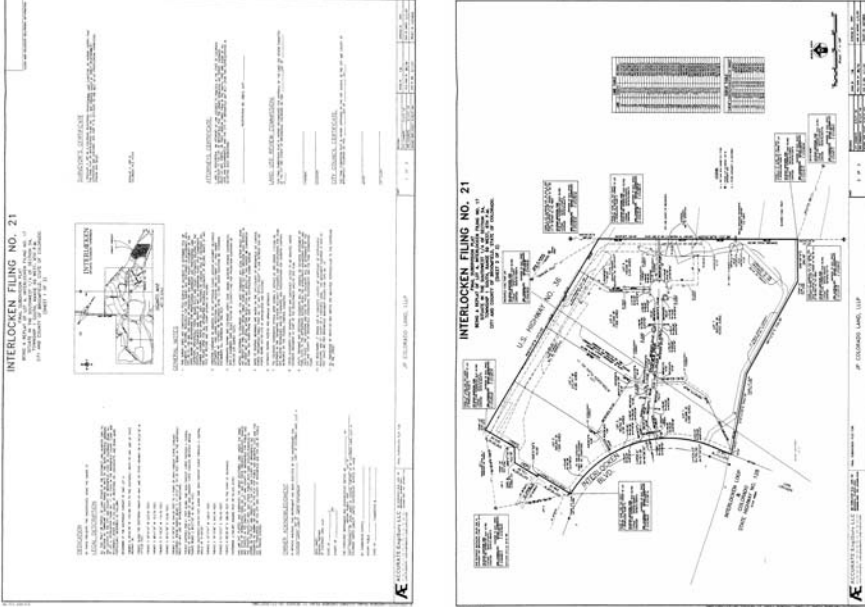
Commenter	Comment	Response to Comment
<p>Comment #35-4 (cont.)</p>  <p>Comment #35-5</p> <p>Comment #35-6</p> <p>Comment #35-7</p>	<p>across from Pawnee Drive. Designs that minimize the potential for graffiti should be presented as alternatives for consideration.</p> <p>5. The need for landscaping on both sides of the wall is important and is not adequately described in the EIS. The cross sections should characterize landscaping that would be necessary following construction of the barrier and clarify the commitment to provide irrigated landscaping on both sides of the barrier. The design should include the type of plants, spacing and other vegetation should be considered during the landscape design process for the barrier.</p> <p>6. If the features of the wall "are not known at this time" and the process of designing this mitigation is to be "deferred", until the Final design process, then the Final EIS should refine the mitigation statements and commitments to include the points made in this letter.</p> <p>8. The need for the sound wall in this location is clear both now and in the future. The Draft EIS mitigation does not characterize this situation, nor does it set form the timing for construction of the barrier, which could occur ahead of and independent of the overall project. Given the funding uncertainties for the overall project and related delays in resolving the noise problems, plus the easily anticipated cost escalation for the barrier into the future, it may be wise for CDOT to work with the City of Boulder, and possibly the University of Colorado, to build the wall with some sort of reimbursable funding program.</p> <p>Thank you for the opportunity to comment.</p>  <p>John Lieber</p>	<p><b>Response to Comment #35-5:</b> See response to Comment #23-4.</p> <p><b>Response to Comment #35-6:</b> Comment noted. Mitigation commitments at this point in time are sufficient for the FEIS. Specific location and design of the sound walls will be further defined during final design.</p> <p><b>Response to Comment #35-7:</b> Sound walls are constructed at the time of project funding and qualifying disturbance (adding capacity) at those locations. As stated in Table 4.13-4, Length of Sound Wall Anticipated in Each Package, sound walls will be constructed prior to construction activities, where feasible. In locations where this is possible, this would provide additional mitigation measures during construction.</p>

Commenter	Comment	Response to Comment
<p>Sue Anderson                      Comment #36                      Comment #36-1                      Comment #36-2</p> 	<p>I would like to see a rail commuter line from Denver (Union Station?) to downtown Boulder. Great if it goes all the way to Longmont. I would like to see a good (paved) bike lane parallel to US 36 (not too far from US 36) from Boulder to Denver                      Ruth Rebekka Struik 9-6-2007</p>	<p><b>Response to Comment #36-1:</b>                      See response to Comment #34-5 about the Northwest Rail project.</p> <p><b>Response to Comment #36-2:</b>                      As part of the Combined Alternative Package (Preferred Alternative) process, the US 36 bikeway alignment was selected because it better serves the transportation goals of the project. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume for more details about the US 36 bikeway.</p>


Commenter	Comment	Response to Comment
<p>Jesse Kumin Comment #37</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:</p> <p>I'm the Eco Pass coordinator for North Wonderland. No one elected me. I was just foolish enough to work - I voted for FasTracks, and since FasTracks, I've probably been to about half a dozen of these meetings. They sold the whole FasTracks package to us, meaning the public as FasTracks. They didn't sell it as slow tracks. They didn't sell it as a medium fast bus. They sold it as FasTracks.</p> <p>And so under the guidelines of this whole process, they're supposed to explore every single alternative to the different processes that come up. Mostly what's happened is they've come up with a diesel rail, heavy rail system using the Burlington Northern tracks.</p> <p>From the very beginning, all of these hearings have been oriented with the Burlington Northern tracks. They never came up with a fast newer system between - fast rail system between Denver and Boulder. So now we've got this proposal for \$2.3 billion going down the same road, no pun intended, that we've been down before, which is building more and more highway capacity instead of coming up with two alternatives of a real fast train.</p> <p>So two years ago, I had the opportunity to ride the Hong Kong Airport Express and the Hong Kong Airport Express goes 40 kilometers from the airport into downtown Hong Kong with three stops in 21 minutes. It's the same distance as between Boulder and Denver. So you've got a 21-minute system versus the 16- or so minute system from the edge of Boulder to north of downtown Denver and you have - and then they're splitting off \$2.3 billion for a highway system that just goes down the same direction of channeling more people into cars.</p> <p>So what I would suggest instead of the 30-mile-per-hour choo-choo that they're coming up with, the diesel rail system that winds all over the place, kill that, \$685 billion wasted money, wasted opportunity and come up with Package 5, which they never explored, which is a true alternative.</p> <p>They're supposed to look at all the alternatives of all the different systems, and they didn't look at best models in the world. They didn't go and look at the fast train systems or come up with a bus system that would be really fast like they have in San Francisco.</p> <p>So kill the funds for the choo-choo and no more funds for additional - for cars. Put in one fast rail system. Put one system that will go 20 minutes, get people out of their cars, reduce pollution, save people time. And they never considered that.</p> <p>Prioritize saving people time and making it convenient so people get out of their cars.</p>	<p><b>Response to Comment #37-1:</b> This comment is in regards to the FasTracks Program and has been forwarded to RTD.</p>

Commenter	Comment	Response to Comment
<p>James Property Investments, John K. James                      Comment #38</p>	<p style="text-align: right;"><i>attached</i></p> <p>JAMES PROPERTY INVESTMENTS                      155 S.W. COLORADO AVE., SUITE 5                      BEND, OR 97702                      TEL: (503) 325-1100                      FAX: (503) 325-1682                      EMAIL: jpi@JESUCABLE.COM</p> <p>September 7, 2007</p> <p>US 36 Mobility Partnership                      c/o CDR Associates                      100 Arapahoe Ave., Ste 12                      Boulder, CO 80502</p> <p>RE: Written Comments to the US 36 DEIS pertaining to off ramp configurations adjacent to the northeast boundary of Interlocken</p> <p>To Whom it May Concern:</p> <p>I am writing to express my strong concerns regarding the impacts on our Property (Lot 4, Filing 17 and now Filing 21 – see attached copy of the Plat Map) of the latest proposed widening/off ramp configuration of US 36. This property is owned by JP Colorado Land, LLLP, of which I am the general partner. In 2002 Xcel, in coordination with us, relied on the prior plan for the future off ramp from US 36 which is adjacent to our Property to realign its towers for its high voltage power lines. In 2005 we constructed regional detention ponds on our Property parallel to US 36. These improvements were made to prepare our Property for development and did not conflict with then promulgated plans for US 36.</p> <p>Over a year ago we entered into an agreement with Hines of Houston, the largest developer of office buildings in the United States, to initiate the development of three office buildings fronting on US 36 (on the opposite side of the detention ponds) and a hotel on a 3.5 acre parcel on the northeast corner of the Property – see the attached development plan prepared by Gensler. We are scheduled for a final hearing for the approval of Filing 21 by the Broomfield council next Tuesday, September 11, 2007. Thereafter Hines will begin the final design of the planned office buildings/hotel and then acquire the initial site for an office building, and had planned to acquire the hotel parcel, prior to December 31, 2007.</p> <p>The latest configuration of the off ramps will encroach into our Property, and the Hines planned development, much more than previously anticipated. We have had Duane Jensen of Martin/Martin and Gensler overlay the proposed widening off ramp configuration on our Property, which is attached. I will comment on four specific items of your planned improvements which we would like addressed:</p> <ul style="list-style-type: none"> <li>The acceleration lanes now start at the western boundary of our Property, whereas before they did not start until almost the eastern end of our Property. In addition, there are now two deceleration lanes for the entire length of our Property which also appear to be separated by a median approximately 35 feet wide. Can these deceleration lanes be started further to the east, and do they need to be separated by a median?</li> </ul>	<p><b>Response to Comment #38-1:</b>                      With the Combined Alternative Package (Preferred Alternative), there are fewer ROW impacts than with Package 2 or Package 4, including to the property owned by JP Colorado Land, LLLP at the southwest corner of the Wadsworth Parkway interchange. The proposed width of US 36 in the Preferred Alternative is smaller than the proposed width of Package 2 and Package 4, minimizing impacts along the north property boundary. The radius of the eastbound off-ramp from US 36 has been decreased to minimize impacts to the northeast quadrant of the property.</p>


Commenter	Comment	Response to Comment
<p>Comment #38-2</p> <p>Comment #38-3</p> <p>Comment #38-4</p> <p>Comment #38-5</p> <p>Comment #38-6</p>	<ul style="list-style-type: none"> <li>In the previous plan the radius of the curve for the off ramp was shorter and the off ramp barely infringed on the northeast corner of our Property, which is the proposed hotel site. Your proposed configuration will eliminate development of over a third of this site. In addition, the proposed improvements will probably require the relocation of Xcel's two poles (shown in red on the drawing) for the high voltage lines, which they relocated in 2002. Can the radius of this curve be decreased so that the off ramp is north of the Xcel pole and there is less intrusion into the planned hotel site?</li> <li>Either location of the proposed bike path encroach further into our Property. As an alternative, can the bike path be routed along the western boundary of our Property (for which there is already a road/utility easement) up to Interlocken Boulevard, where it connects to an existing eight foot wide bike path that extends to the same terminus points near Highway 128 (shown in yellow on the drawing). This appears to be similar to the bike path routings further to the east where it follows internal streets rather than being parallel to US 36.</li> <li>All of our detention ponds and planned improvements are outside of the existing 75 foot setback from the existing US 36 right of way. Presumably this setback was for the future expansion of US 36. Does the southern limit of this 75 foot setback remain in its current location, or does it move further into our Property? Is the jurisdiction for the determination of this setback CDOT or Broomfield?</li> </ul> <p>We ask that CDOT reexamine the realistic requirements for the design of the US 36 deceleration lanes, off ramp and bike path so that the impacts to our Property are eliminated or minimized. We understand that CDOT must plan for the future configuration of US 36, but we ask that these planned improvements be confined to the existing 75 foot setback to minimize the impact on Hines' planned development, and that the boundary of the existing setback not be changed.</p> <p>More importantly, we and Hines need to know the realistic design of the future US 36 improvements immediately, since until it is known the final development plans cannot go forward. After seven years, market conditions have recovered and are finally supportive of the development of our Property. As such we ask for a prompt examination of the realistic requirements for the design of the expansion of US 36 that impact our Property so that we may proceed with the orderly development of it in accordance. We would like to meet with the appropriate CDOT personnel as soon as possible after the September 17, 2007 response period is over. Thank you for your consideration.</p> <p>Sincerely,            John K. James</p> <p>JKJ/jls</p> <p>Cc: Deborah Baskett, Broomfield Transportation Manager          Travis Overall and Andy Heard, Hines          Peter Scott, Xcel          Mark Serna, Esquire</p>	<p><b>Response to Comment #38-2:</b>                  In the current proposed improvements to US 36, known as the Combined Alternative Package (Preferred Alternative), the design of the westbound off-ramp to Wadsworth Parkway was refined to reduce the impacts to the properties in the northwest quadrant of the interchange.</p> <p><b>Response to Comment #38-3:</b>                  Routing the bikeway up to Interlocken Boulevard away from US 36 in this section would not be consistent with the project Purpose and Need to provide a direct and continuous bikeway facility; therefore, no adjustments were made to the bikeway alignment in this section. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, for more information about the proposed bikeway alignment.</p> <p><b>Response to Comment #38-4:</b>                  With the Combined Alternative Package (Preferred Alternative), the encroachment into the 75-foot setback is less than in Package 2 and Package 4. The Preferred Alternative improvements and the locations of properties that would be acquired are shown on the maps in Appendix A, Corridor Reference Maps.</p> <p><b>Response to Comment #38-5:</b>                  See responses to Comments #38-1 through #38-4.</p> <p><b>Response to Comment #38-6:</b>                  The current proposal for improvements to US 36 is shown in the FEIS as the Combined Alternative Package (Preferred Alternative). The Preferred Alternative is designed to a 5 to 10 percent level of engineering. If you wish to meet with CDOT, please contact the CDOT Project Manager, Irena Motas, at 303-398-6732.</p>

Commenter	Comment	Response to Comment
		

Commenter	Comment	Response to Comment
	<p>The top diagram is a site plan showing building footprints, parking lots, and landscaping. It includes a north arrow, a scale bar, and a legend. The legend lists 'LANDSCAPE AREA' and 'LANDSCAPE SPECIFICATIONS'. The bottom diagram is a topographic site plan showing the same area with contour lines and a 'NTS' (Not To Scale) label.</p>	

Commenter	Comment	Response to Comment
	 <p><b>COLOR LEGEND</b></p> <p><b>Travel Facilities</b></p> <p>1st Phase, 12000+ Annual      (Intersections of Wadsworth      and portion of Wadsworth)</p> <p>2nd Phase, US 36 along      (Intersections      of Wadsworth      and portion of Wadsworth)</p> <p>12000+ Annual</p>	



Commenter	Comment	Response to Comment
<p>Frederick Solheim Comment #39</p>	<p>US 36 Mobility Partnership c/o CDR Associates 100 Atapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p>RE: Comments on the US36 DEIS</p> <p>I note that in the US36 DEIS Section 4.13-14 Noise Mitigation, at the bullet marking Moorhead Avenue Homes, a 4100 foot long by 15 foot high wall (singular) is to be constructed from Table Mesa Drive to Bear Creek Trail Underpass. This implies that the wall will only be constructed on the southwest side of US 36, and not on the northeast (Fraser Meadows) side. This mitigation ignores the impacts on Fraser Meadows residences.</p> <p>The Moorhead wall will mitigate noise propagating to the Moorhead residences by reflecting the noise back across the roadway into the Fraser Meadows area. This could result in as much as a <b>3 dB increase in noise to the Fraser Meadows residences.</b></p> <p>By the DOT standard filter A noise level measurements reported in the DEIS, the levels reach as much as 73 dBA at site M20 in the Moorhead Avenue-Fraser Meadows region of US36. This current level is 8 dB above the HUD Threshold for Normally Acceptable Housing Environment noise levels, or nearly 8 times the noise level that is acceptable. It is also 18 dB above the EPA Ideal Residential Goal for noise levels, or 64 times the EPA Goal. This is in addition to the expected 1 to 3 dB increase in noise due to increased traffic loads. The Moorhead mitigation would <b>increase these excesses, double these excesses</b>, rather than decrease them.</p> <p>The representativeness of the published M19 noise levels of 68 dBA is in question. An independent measurement of noise for a 10 minute period starting at 0730 on July 7, 2007 in the vicinity of Mohawk Drive and Apache Road with a calibrated noise level meter showed persistent filter A noise level measurements fluctuating between 76 and 78 dBA with peaks as high as 81 dBA. These levels are as much as 10 dB, or a factor of 10, above those published in the US 36 DEIS. The US36 DEIS noise level measurements should be revisited.</p> <p>A noise mitigating sound wall should be constructed on <b>both</b> sides of US36 such that the sound is reflected upward, not back into Fraser Meadows.</p>  <p>Yours sincerely, Frederick Solheim</p>	<p><b>Response to Comment #39-1:</b> As stated in Table 4.13-4, Length of Sound Wall Anticipated in Each Package, noise walls will be constructed prior to construction activities, where feasible. In locations where this is possible, this would provide additional mitigation measures during construction.</p> <p><b>Response to Comment #39-2:</b> CDOT noise analysis procedures are consistent with FHWA regulations and require a noise analysis be conducted within a 500-foot study zone in all directions if noise sensitive receivers are present. The noise monitoring locations, including the one you conducted, are located within that 500-foot halo. While, measuring noise levels with a handheld noise meter over a short (10-minute) period may provide a general idea on existing noise levels, it is not in accordance with FHWA and CDOT noise guidelines. All measurements taken along the US 36 corridor were collected in accordance with FHWA and CDOT guidelines.</p>


Commenter	Comment	Response to Comment
<p>AI Gunter Comment #40</p>	<p>9/10/2007 AI Gunter 325 Foxtail Ct Boulder, CO 80305 aigunter@yahoo.com City of Boulder Planning Board 1997-2002</p>	<p><b>Response to Comment #40-1:</b> The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that includes elements of Package 2 and Package 4, including one buffer-separated managed lane in each direction, ramp BRT stations, interchange improvements, a bikeway, and TDM. The Preferred Alternative provides for better access to the managed lanes at separate ingress and egress points located between each interchange and eliminates drop-ramps. Managed lanes are separated from the general-purpose lanes by a painted buffer. For more details, see the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions.</p>
<p>Comment #40-1</p>	<p>I am in favor of alternative 4 (1 general purpose and 1 BRT+HOV lane) with some changes and considerations. I will list some of the reasons. My comments are concerned mostly with 36 North of Broomfield since that is the area that I understand the best.</p>	<p>The Preferred Alternative is anticipated to cost \$1.3 billion, which is less than either Package 2 or Package 4.</p>
<p>Comment #40-2</p>	<p>1) COST. It is significantly cheaper. 200+ million may not seem like a lot in the context of 2 Billion but when you look at the other pressing needs around the state it could go a long way.</p> <p>2) I am assuming, as was explained at the meeting, that the final version of this plan goes to Table Mesa Drive. That interchange leaving Boulder is already backed up almost every afternoon from 3:30 to 6 pm and given local growth prospects discussed later in these comments, it will be a traffic disaster by the time funding is available. In the morning, the traffic entering at McCaslin going to Boulder often backs up 36 to Broomfield. This is also getting worse. CDOT and everyone involved will look very dumb, and the public will go ballistic if the 4 lanes are not carried to Table Mesa. Please ignore the personal anti car agendas of some Boulder County politicians who want you to have to deal with the effects of their unwillingness to properly plan and charge for growth. Instead use the best facts available. It also doesn't make sense not to do this section while the rest of the corridor is being improved since the costs will be a bit lower.</p> <p>In addition, the delay getting to McCaslin, if it is not done, will drive additional traffic to 287, Cherryvale, 93, and the connectors between 93 and Louisville and Broomfield. These cars will dump out onto city streets that are already near or will be over capacity. People traveling to Denver are best served by the most direct route. The lost productivity, and the additional fuel use and pollution required when traffic is diverted because of the merging mess at Table Mesa, is bad environmental and governmental policy.</p>	<p><b>Response to Comment #40-2:</b> With the Combined Alternative Package (Preferred Alternative), physical improvements of the US 36 project extend to Table Mesa Drive/Foothills Parkway. For a description of the Combined Alternative Package (Preferred Alternative), see Section 2.6.</p> <p>The proposed climbing lane and express lane improvements in the Preferred Package would help address some of these concerns.</p>
<p>Comment #40-3</p>	<p>3) With only minor adjustments, Alternative 4 could be turned into Alternative 2 at some point in the future if it is needed. The current predictions suggest that at some time in the future the BRT + HOV lane will fill up and a second BRT + HOV + toll lane will be needed. This has rarely happened anywhere in the country but can be handled if it does fill up here. The design should prepare for that eventuality. Space should be left so that the outside shoulder could be developed into another lane in the future. The center shoulder could be left wide enough that the middle general purpose lane could be moved a few feet towards the center and a barrier could be added that would separate the 2 lane HOV + BRT + toll lanes from the general purpose lanes if needed. This would require that the right of way be wide enough to accomplish this and may require a bit more expenditure or right of way dollars.</p>	<p><b>Response to Comment #40-3:</b> See response to Comment #40-1. CDOT, CTE, and RTD have agreed to operate the managed lanes such that they will be managed, in terms of pricing and the definition of HOV, to ensure optimizing the use of the lanes, maximizing travel time savings, and keeping managed lane traffic flowing at 45 miles per hour or faster.</p>
<p>Comment #40-4</p>	<p>4) Two lane traffic is slower and more dangerous than three due to slow trucks moving into the fast lane to get around even slower trucks, particularly on hills. Look at the accidents and congestion on I 70 to the mountains, I 25 to Wyoming, or I 80 across Wyoming. Often there will be someone driving 65 to 75, or faster, in the fast lane and a truck going 40 pulls out to get around a truck going 35. The rapid change in speed leads to traffic jams and accidents. It is far safer when there are three general purpose lanes. I have personally almost had several accidents</p>	<p>One goal of the Combined Alternative Package (Preferred Alternative) is to reduce ROW impacts and costs; therefore, a wide shoulder for future improvements is not included.</p>
<p>Comment #40-4</p>	<p>While maneuverability between lanes can result in lower adjacent lane speed differentials in rural and mountainous environments, such that three-lane sections appear safer than two-lane sections, the opposite has been shown to be the case for urban highways. Urban highways carry a much lower proportion of heavy vehicle traffic than rural facilities, especially during peak commuting hours. The addition of a third lane would create additional conflict points and would result in a condition in which traffic in the center lane</p>	<p><b>Response to Comment #40-4:</b> While maneuverability between lanes can result in lower adjacent lane speed differentials in rural and mountainous environments, such that three-lane sections appear safer than two-lane sections, the opposite has been shown to be the case for urban highways. Urban highways carry a much lower proportion of heavy vehicle traffic than rural facilities, especially during peak commuting hours. The addition of a third lane would create additional conflict points and would result in a condition in which traffic in the center lane</p>


Commenter	Comment	Response to Comment
<p>Comment #40-4 (cont.)</p>	<p>due to slow trucks pulling out right before I reached them. It required emergency stopping and would almost certainly result in accidents had there been a line of cars doing 65+ behind me.</p> <p>5) Although BRT will be very useful for getting people into downtown Denver, many using 36 are going somewhere else that is not easily served by BRT. Some must carry tools, samples, or products. Still others must go to multiple places on either end. Assuming more than half need to go to downtown Denver or near one of the intermediate stops may not be accurate. That is the assumption you are making if you have two BRT+HOV lanes.</p> <p>An increasing number of trades people commute into Boulder due to the high cost of living here. I find that as many services are priced out I must leave Boulder more often to get some products or services. This trend will continue. Boulder is anti Big Box retail. Many residents, in particular those south of downtown, use 36 to get to Costco, Sams Club, Walmart or the many stores at Flatirons crossing that are not represented in Boulder. Since Boulder retail is almost built out, the 36 traffic will continue to increase as the population and job base grows.</p> <p><b>Problems with alternative 2</b></p> <p>I can't figure out how you can get the traffic into the 2 lanes when traffic getting into the free 2 lanes will be backed up on 47<sup>th</sup> perhaps to Arapahoe. Traffic on 36 will also be backed up where 47<sup>th</sup> merges. My guess is that the extra wait getting to the HOV lanes in 2 will more than wipe out the gains created by the lanes for those who can use BRT. HOV lanes or who can afford to pay for access. Although it would suit me personally, since I will enter from Table Mesa and can afford the fees, it is not fair to those who cannot. "Lexus" lanes are inappropriate when another solution is available.</p> <p>Another problem with the BRT, HOV, toll lanes is getting in and out. Many Boulder drivers go to intermediate stops like McCaslin, 470, or Flatirons crossing. The staff I looked indicated that the entrance to the lanes would be beyond Flatirons crossing. I may have this wrong, but thought I should comment on it to make sure. The interchange from 36 to an extended 470 should also be designed in this process. It is not fair to have 2 lanes for the exclusive use of those who want to go to Wadsworth or beyond. Please ignore this section if I have my facts wrong.</p> <p><b>Boulder growth prospects that will impact the corridor</b></p> <p>I am deeply aware of current and future growth prospects for the City of Boulder. In 2001 we embarked on a major research effort called the jobs/housing balance study to understand what could be developed, according to current zoning, in the future. It has not been used much. The staff made some medium term predictions regarding development from the results. Despite the overbuilding of the late 90's and the dot com crash which drove up vacancy rates, we still have experienced faster growth than the jobs/housing study predicted during the last 5 years. This has been true of all predictions made during the last 25 years. This study may be useful if you are trying to understand future demand for 36 from Boulder. The data is available from the planning department. The amount of commercial square feet under current zoning is a very large number. Many of these people will use 36</p> <p>The residential numbers have been increasing far faster than the study thought and there are currently over 2000 units in various stages of the planning process and another 2400 units in the transit village plan which will almost certainly be approved this fall. Virtually all residential developments brought forward during the last 5 years have been approved with almost all of them approved at higher densities than the current zoning and with inadequate fees to pay for the infrastructure they require. The Staff, Planning Board, and City Council do not have the political will to say no to anything and it is almost certain that growth will continue above predictions.</p>	<p>has no available adjacent shoulder for refuge when an evasive maneuver is required. As such, accident rates have been shown to be higher in Colorado for urban three-lane highway sections than for urban two-lane sections.</p> <p><b>Response to Comment #40-5:</b></p> <p>The alternatives analysis in the EIS takes into account the population and employment growth expected by 2035. Using travel forecasting models, the anticipated traffic volumes can be projected and used in determining appropriate transportation improvements. One of the goals for this corridor is to improve mobility while expanding mode of travel options and providing efficient transit service.</p> <p><b>Response to Comment #40-6:</b></p> <p>See response to Comment #40-2. Also, see the general funding response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #40-7:</b></p> <p>For information on the equity of the express lanes, see the general funding response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #40-8:</b></p> <p>As a barrier-separated facility, access to the managed lanes in Package 2 would be limited to a few locations throughout the corridor. Package 4, while buffer-separated, also would have limited access locations. The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane in each direction with access between each interchange.</p> <p><b>Response to Comment #40-9:</b></p> <p>Comment noted. The regional model used to generate the traffic projections for the EIS is the DRCOG model. This model incorporates population and employment data from member jurisdictions. The city of Boulder provides demographic input to DRCOG for development of this model.</p>
<p>Comment #40-5</p>		
<p>Comment #40-6</p>		
<p>Comment #40-7</p>		
<p>Comment #40-8</p>		
<p>Comment #40-9</p>		

Commenter	Comment	Response to Comment
<p>Comment #40-9 (cont.)</p>	<p>This will create more impact to the 36 corridor than current data suggests and it will probably happen sooner than is currently predicted.</p> <p>When CU finishes their long term growth plan we will likely see 6000 more students in the planning time frame (I think it is to 2030) as well as the very significant staff growth needed to support them. Their long term growth plan goes to the regents in the next month with choices of 0, 6000, or 12,000 new students. The growth prospects for the new institutes and the federal labs are also significant.</p> <p>Boulder is contributing to growth in the rest of the county. This is not due to the open space as some would have you believe, but is due to the over building of commercial space, the poor mixture of housing types for the residents, and the high price of single family residential.</p> <p>In comparing the 1990 census data to the 2000 census data and looking at Boulder trends versus the national trends, two age group changes are striking. In the 1-5 age range Boulder is way below the national changes. In the 25 to 30 age group Boulder is way above the national changes. The age changes in the younger kids are obvious by looking at the school closings, but the young adult numbers are hidden by the increase in apartments and the increase in commuting.</p> <p>Boulder attracts many young singles from other areas of the country and also attracts many students who stay when they graduate or leave CU. This trend has continued in this decade and may be increasing. Since Boulder housing costs are high they live together, 2 to 4 in an apartment. Then many get married and move into their own apartment. Then they have a child or two, decide they want a yard, look at Boulder and find it too expensive to own a single family house. They move to Louisville, Superior, Lafayette, Longmont, or if they are in lower paying employment to Thornton. They continue to work in Boulder. This is obviously a caricature, but it is a major trend. My wife hosted a meeting at our house two days ago for the 19 employees of a small Boulder business who uses her consulting services. I asked how many lived in Boulder. The answer was 3. Many used to live in Boulder.</p> <p>Almost half of the new housing purchases in the City of Boulder are from people from other parts of the state or from out of state. California, NY, and to a lesser extent Texas and the Midwest predominate. Since the only type of housing that is being built in Boulder is apartments or high end scrapes, the attraction of Boulder ends up driving growth throughout Boulder County. This trend seems to be getting stronger.</p> <p>The population of Boulder is also aging although I think the predictions for the future are overstated. The costs of living here are growing faster than many older residents' incomes. Rapidly increasing taxes, services, utilities, and almost everything else are becoming too much for many who have a pension and Social Security, but not a lot of other investments. A significant number are selling their homes and downsizing, often outside of Boulder. Their homes are sold to wealthy new arrivals. This may keep the population from aging as fast as is predicted. I am a personal example of the Baby Boomer group and have recently retired. I find I am using 36 much more often than I did when I was working.</p> <p>There are city surveys that Boulder has done in the past that will give you more insight into what has happened although they have been discontinued. The council is considering doing a new one now. If there are particular questions that you need answered, the time is now to talk to the council. They are devising the survey now. Thanks for reading this.</p>	

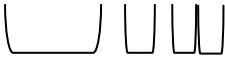

Commenter	Comment	Response to Comment
<p>Donald Dunshee Comment #41</p>	<p style="text-align: right;">Donald G. Dunshee 16450 Grays Way Broomfield, CO 80023</p> <p>Tuesday, September 11, 2007</p> <p>Mr. Andrea Meneghel CDR Associates 100 Arapahoe Avenue, Suite 12 Boulder, CO 80502</p> <p><b>RE:</b> Comments on U.S. 36 Draft Environmental Impact Statement</p> <p>Dear Mr. Meneghel:</p> <p>I am writing to provide comments on the Draft EIS as a Broomfield resident and someone who is employed in the City &amp; County of Broomfield. As a longtime Colorado resident and someone who utilizes U.S. 36 on a daily if not more basis, after reviewing the maps and printed material in the DEIS, I have several comments and recommendations.</p> <p>The first comment is that I think in order to best serve all of the communities along U.S. 36, there needs to be a hybrid design incorporating components of both Packages 2 and 4 along with other ideas. I do not feel that a barrier separated HOV lane along U.S. 36 would be in the best interest of the businesses, cities, employees, and retailers that would suffer from inability to easily access the HOV lanes because of the barrier separation. Package 2 shows off ramps in Broomfield feeding the traffic on to Midway Blvd. and Interlocken Blvd., both of which could not handle the additional traffic flow. The idea of connecting a road between buildings 360 and 370 in Interlocken would not only reduce the parking areas for the buildings, but would also affect access to the property and limiting access to those two major Broomfield businesses. Further east on Midway Blvd., there is no ability to increase the capacity of the road due to the current employers that have built close to the road.</p> <p>I do feel it is critically important to include in the final EIS provisions for bikeways to be included along U.S. 36 from Boulder to 116<sup>th</sup>. The EIS should also provide for BRT stations at 116<sup>th</sup> and U.S. 36, as well as at the new station being Flatiron Park-n-Ride. Another component that needs to be included is rebuilding of the Wadsworth Interchange, as this bridge built in the '50s is totally inadequate for today's traffic and creates major congestion in the city.</p> <p>A review of the design for the Wadsworth Interchange does show the taking of a portion of a 50-acre site at the southwest corner of the intersection between U.S. 36 and 120<sup>th</sup>/CO Highway 128. The plans as presented earlier this month would, if the land is taken, have a tremendous negative economic impact on the City &amp; County of Broomfield, as there is a several hundred million dollar mixed-use development planned for this site that could not be built unless the eastbound access off of U.S. 36 to Wadsworth is reconfigured.</p>	<p><b>Response to Comment #41-1:</b> The Combined Alternative Package (Preferred Alternative) developed subsequent to the DEIS includes elements of both Package 2 and Package 4. The Combined Alternative Package (Preferred Alternative) includes one buffer-separated managed lane in each direction. Drop-ramps and the extension of Midway Boulevard over US 36 is not proposed in the Combined Alternative Package (Preferred Alternative) therefore; there would not be impacts associated with the drop-ramps and the Midway Boulevard extension. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions.</p> <p><b>Response to Comment #41-2:</b> A bikeway is included in the Combined Alternative Package (Preferred Alternative). See the general bikeway response in the Clarification and Detail for Common Comments section of this volume, response to Comment #15-22, and the bikeway alignment description in Section 2.6, for more detailed information.</p> <p><b>Response to Comment #41-3:</b> With the Combined Alternative Package (Preferred Alternative), Package 2 and Package 4, BRT stations are proposed at 116<sup>th</sup> Avenue and at the Flatirons park-n-Ride.</p>

Commenter	Comment	Response to Comment
		<p><b>Response to Comment #41-4:</b>                      The reconstruction of the Wadsworth Parkway interchange is included in the Combined Alternative Package (Preferred Alternative).</p> <p>With the Combined Alternative Package (Preferred Alternative) there are fewer ROW impacts than with Package 2 or Package 4 including to the property owned by JP Colorado Land, LLLP at the southwest corner of the Wadsworth Interchange. Also see response to Comment #38-1.</p>

Commenter	Comment	Response to Comment
<p>Comment #41-5</p>	<p>I also feel the HOV lane design needs to run on the east to I-25 and on the west to Table Mesa/Foothills Parkway. I feel that by simply striping the HOV lanes, users could enter and exit in a free flow, thus providing Broomfield employees easy access to the retail development at Flatiron Crossing, Arista, Broomfield Executive Center, and the major employment centers at the northwest corner of Wadsworth and U.S. 36. Single occupant vehicles could be charged by transponders that could provide a significant revenue stream from users from Boulder to and from Denver. The businesses at the Wadsworth Interchange have been there for more than 20 years and provide significant employment for Broomfield residents.</p> <p>I hope you will consider my observations and suggestions in the final EIS. If you have any questions, please call (303) 969-9625.</p> <p>Sincerely,            Donald G. Dunshee</p>	<p><b>Response to Comment #41-5:</b>                  The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane in each direction in the median with access between each interchange. The managed lanes would run between I-25 to just west of Cherryvale Road. West of Cherryvale, the managed lane would become a general-purpose lane. This would require only a one-lane change to access the westbound US 36 BRT side-platform ramp at Table Mesa Drive. As part of the Combined Alternative Package (Preferred Alternative), congestion pricing would be implemented, where by SOVs would be charged a fee for using the managed lanes, while for HOVs and buses it would be free.</p>

Commenter	Comment	Response to Comment
<p>Jessica L. Erickson Comment #42</p>	<p style="text-align: right;">Jessica L. Erickson 1255 Ogden Street, #207 Denver, CO 80218</p> <p>Tuesday, September 11, 2007</p> <p>Mr. Andrea Menegheli CDR Associates 100 Arapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p><b>RE:</b> Transmittal of Comments to the U.S. 36 Draft Environmental Impact Study</p> <p>Dear Mr. Menegheli:</p> <p>I have attended meetings and reviewed documents relating to the U.S. 36 Draft EIS (DEIS) that you are now seeking comment on through September 17<sup>th</sup>. I currently live in Denver and work in Broomfield and also spend considerable time in the Boulder area in my office hours; thus, improvements to U.S. 36 are extremely important and critical to me.</p> <p>In reviewing the DEIS, I feel that what needs to be incorporated into the final EIS is a hybrid for access to provide HOV lanes from the Mead Corridor Parkway to US-25 that are not separated by barriers. Simply striping the HOV lanes and adding on right-of-way would provide easy access to users, especially myself. In using and for work and shopping, I could design an access point that would be adjacent to a bridge over U.S. 36 from a barrier separated design that would create great congestion to users and well as businesses already situated in Broomfield.</p> <p>Another critical component that needs to be included is the reconstruction of the Wadsworth Interchange. This interchange is decades old, in terrible condition and unable to handle current traffic levels.</p> <p>Yet another item that definitely needs to be included in the final EIS is the bikeway to offer multimodal improvements along U.S. 36. I feel they should be constructed with grade separated features to minimize accidents and injury.</p> <p>I sincerely hope you incorporate my suggestions into the final report, as I feel that without easy, non-barrier separated access to the HOV lanes, the impact on the current streets and roads in Broomfield would be severe by allowing only one access point from the HOV lanes to employment centers and retail.</p> <p>If you have any questions about my remarks and would like to discuss them further, I can be reached at (303) 525-1504.</p> <p>Sincerely,  Jessica J. Erickson</p>	<p><b>Response to Comment #42-1:</b> See response to Comment #41-5. Continuous access is not recommended due to safety (e.g., driver expectancy and difference in speeds between the managed lane and general-purpose lanes), and technology limitations of tolling.</p> <p>The reconstruction of the Wadsworth Parkway interchange is included in the Combined Alternative Package (Preferred Alternative) in Section 2.6, Package Descriptions.</p> <p><b>Response to Comment #42-2:</b> A bikeway is included in the Combined Alternative Package (Preferred Alternative). See the general bikeway response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, to see the revised bikeway descriptions.</p> <p>In an effort to make the bikeway as safe as possible, it would be designed in accordance with CDOT and AASHTO guidelines for bikeways.</p>



Commenter	Comment	Response to Comment
<p>Terri L. Groves Comment #43</p>  <p>Comment #43-1 Comment #43-2 Comment #43-3 Comment #43-4</p>	<p>Tuesday, September 11, 2007</p> <p>Terri L. Groves 13294 Unatilla Street Westminster, CO 80234</p> <p>Mr. Andrea Meneghel CDR Associates 100 Atarapha Avenue, Suite 12 Boulder, CO 80302</p> <p>RE: Transmittal of Comments to the U.S. 36 Draft Environmental Impact Study</p> <p>Dear Mr. Meneghel:</p> <p>I am writing as an individual who works in Broomfield, lives in Westminster and was raised in Broomfield regarding comments on the U.S. 36 Draft EIS (DEIS) that is now receiving comment until September 17<sup>th</sup>. I have reviewed the document and accompanying maps and am very concerned about some items included in the two options, as I feel they would create great negative impact on the City &amp; County of Broomfield.</p> <p>In reviewing Packages 2 and 4, my major concern is the idea of building a barrier separated HOV lane along U.S. 36. These barrier separations would tremendously restrict access to retail, employment, the Broomfield Event Center and residential neighborhoods of Broomfield. The access off of the barrier separated lanes would have to funnel through city streets not capable of handling the additional traffic flow without major improvements that would be virtually impossible because existing buildings are built close to the existing streets.</p> <p>I do support the idea of including in the EIS an area for bikeways between Boulder and I-25 provided they are built on a grade separated design. I also feel that BRT stations should be built at the existing Flatiron Park-n-Ride, as well as at 116<sup>th</sup> Avenue adjacent to the Broomfield Event Center parking structure and lots. The design also needs to definitely provide for reconstruction of the Wadsworth Interchange, as it is now more than 50 years old and incapable of handling today's traffic flow on old design.</p> <p>I sincerely hope you incorporate my ideas and suggestions into the final EIS. I look forward to the opportunity to review that document when it is available next spring.</p> <p>Sincerely,  Terri L. Groves</p>	<p><b>Response to Comment #43-1:</b> See responses to Comment #41-5 and Comment #42-1.</p> <p><b>Response to Comment #43-2:</b> A bikeway is included in the Combined Alternative Package (Preferred Alternative). See the general bikeway response in the Clarification and Detail for Common Comments section of this volume and, in Section 2.6, Package Descriptions, to see the revised bikeway descriptions.</p> <p><b>Response to Comment #43-3:</b> With the Combined Alternative Package (Preferred Alternative), Package 2 and Package 4, BRT stations are proposed at 116<sup>th</sup> Avenue and at the Flatirons park-n-Ride.</p> <p><b>Response to Comment #43-4:</b> The reconstruction of the Wadsworth Parkway interchange is included in the Combined Alternative Package (Preferred Alternative) in Section 2.6.</p>


Commenter	Comment	Response to Comment
<p>Vivian Kennedy Comment #44</p>	<p>Vivian J. Kennedy 4205 Ottawa Place Boulder, CO 80503 303-499-2427</p> <p>September 12, 2007 U.S. 36 Mobility Partnership c/o CDF Associates 100 Arapahoe Ave, Suite 12 Boulder, CO 80302</p> <p>Subject: U.S. 36 Draft EIS, Comments to be Addressed in the Final EIS – Neighborhood Access at the Table Mesa Interchange. U.S. 36 Mobility Partnership.</p> <p>I attended the Public Hearing held on September 6, 2007 at the East Boulder Community Center and spoke with at least five different US36 DEIS representatives about my concern for the proposed closure of the two neighborhood accesses at the Table Mesa interchange. I would like to follow up those conversations by submitting the following written comments that include all of my concerns.</p> <p>The Draft EIS figures and text do not adequately explain that the access points serving traffic using Thunderbird and Apache would be closed. These access points have been available to neighborhoods north of U.S. 36 and west of Foothills Parkway for years. Neighbors in this area have depended on these access points. The vast majority of the users of these access points do not know that these closures are proposed. If they knew that these closures were proposed, there would be substantial public opposition to this change. The Final EIS should acknowledge this situation and the process should include steps to allow the notification prior to the end of the Draft EIS comment period. A map should be included in the Final EIS showing the locations of the U.S. 36, Foothills Parkway, and Baseline Road, and signs posted at these locations indicating a plan to close these access points would be appropriate. This should have occurred prior to the opening of the public comment period and remained in place throughout the public comment period.</p> <p>These access points were provided when the Table Mesa interchange was first constructed because of neighborhood input. Design standards that may have prevented their construction at the time were not followed. This history should be cited in the EIS along with the reasons that this access was allowed when the intersection was constructed.</p> <p>If these former design standards or newer design standards are still cited as the reason for these closures, the EIS should evaluate and explain the possibility of allowing for the access points using design exceptions.</p> <p>If the potential for accidents is a reason for preventing this access, accident records should be explored at both locations to determine the accident rates and whether they constitute sufficient grounds for closing these access points. This analysis should separate accidents in front of the park and ride lot from those associated with the access point itself. Accidents involving the signalized intersection are unrelated to the access point. Similarly, accidents involving the ramp to eastbound 36 should be separated from those involving the stop sign. Ramp merging accidents associated with drivers seeking access to the neighborhood and accidents involving the stop sign controlled intersection should be considered at this location.</p>	<p><b>Response to Comment #44-1:</b> Direct access from a US highway interchange ramp to a neighborhood does meet current FHWA design standards. With the proposed improvements, US 36 needs to be brought in compliance with these standards. The traffic impact of the closure of inbound access from the existing Table Mesa Drive westbound on-ramp to Apache Road and from Thunderbird Drive has not been analyzed in detail. The details of the analysis of impacts to Boulder Intersections are contained in Section 5, Transit Ridership and Station Areas, of the <i>DEIS Traffic Engineering Technical Report</i>.</p>

Commenter	Comment	Response to Comment
<p>Comment #44-1 (cont.)</p>	<p>The EIS should clarify the associated neighborhood traffic impacts of the access closures and the need for mitigation measures. Based on likely traffic patterns after the closure, the following impacts would be expected:</p> <ul style="list-style-type: none"> <li>- Increased traffic, congestion and accident rates at the following locations:                U.S. 36/Baseline Road signalized interchange                Baseline Road/Foothills Parkway signalized intersection                Baseline Road/Meadows Shopping Center signalized intersection                Baseline Road/Mohawk signalized intersection                Baseline Road/Inca Parkway intersection (no signal)                Baseline Road/Mesowood intersection (no signal)                Foothills Parkway from the S. Boulder RD interchange to the Foothills/Baseline intersection</li> <li>- Increased vehicle miles traveled by neighborhood traffic and associated travel time increases.</li> <li>- Increased response times for emergency vehicles serving this area.</li> </ul> <p>The EIS should clarify how these impacts caused by the proposed access point closures compare to impacts caused by retaining the present, adequate access to the interchange for neighbors in this location.</p> <p>Thank you for the opportunity to comment.</p> <p>Wylan J. Kennedy</p>	

Commenter	Comment	Response to Comment
<p>Astrella and Rice Attorneys at Law, T.R. Rice Comment #45</p>	<p style="text-align: center;">ASTRELLA &amp; RICE PC ATTORNEYS AT LAW</p> <p style="text-align: center;">September 13, 2007</p> <p><i>Via Hand Delivery</i> US 36 Mobility Partnership c/o CDR Associates 100 Arapahoe Ave., Suite 12 Boulder, CO 80302</p> <p>Re: US 36 DEIS Comments - 12000 Wadsworth, a Colorado Partnership</p> <p>Dear Sir or Madam:</p> <p>The undersigned represents 12000 Wadsworth, a Colorado partnership ("Thomas") which owns 10.3 acres of land located at the corner of Wadsworth and Hwy. 128, which is adjacent to US 36 (the "Property"). But for the current US 36 corridor expansion/development plans (the "Project"), the Property would be capable of being fully developed for commercial use and would be freely alienable. The Project constitutes a cloud on the title to the Property, and to the extent the Colorado Department of Transportation ("CDDOT"), the Regional Transportation District ("RTD"), and/or the City and County of Broomfield ("Broomfield") continue to move forward with attempts to implement or support the Project without adequate funding in place, Thomas will be damaged unless the Property is immediately purchased for fair value.</p> <p>In short, the Project contemplates ostensibly beneficial improvements to the area with absolutely no assurances of funding to implement any meaningful portion thereof. Because the prospect of the condemnation of the Property at some uncertain time has been raised as an integral component of the Project, the economic viability of the Property has been destroyed.</p> <p>With regard to the foregoing, your attention is drawn to Chapter 5 of the DEIS. For example,</p> <p>Since there are insufficient funds to construct either of the proposed build packages for the [US 36] corridor in their entirety, the project ultimately identified in the ROD may be a logical phase of the preferred alternative that demonstrates independent utility. In other words, the package identified as the preferred alternative may be broken down into a series of projects and phased with a series of ROD's, each of which would have its own identified funding sources</p> <p style="text-align: right;">(501) 440-0000, Suite 1000 Denver CO 80202 303.292.9021 fax 303.296.6317 <a href="http://www.astrellalaw.com">http://www.astrellalaw.com</a></p>	<p><b>Response to Comment #45-1:</b></p> <p>Pursuant to the requirements of NEPA, a federally funded US 36 project cannot officially exist until a NEPA decision document is issued by the FHWA. Furthermore, FHWA will not issue a decision document unless project funding has been identified, and your letter accurately reflects the reality that such funding has not been identified for the proposed build alternatives in the EIS study.</p> <p>The existence of an EIS study identifying transportation improvement proposals will not in any way preclude or impair your client's development opportunities for the property.</p> <p>Federal statutes require extensive planning and environmental clearance processes for proposed transportation projects to ensure that safe and efficient transportation facilities are built that minimize negative impacts to the environment and the socio-economic fabric of communities in which they are located. Disclosure of transportation alternatives and active solicitation of public input is critical to this process. Regrettably, this information sometimes creates difficulties for individual property owners, but public involvement processes are critical to ensure sound transportation decisions.</p> <p>A response letter with more detail was sent on May 13, 2009.</p>

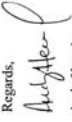
Commenter	Comment	Response to Comment
<p>Comment #45-1 (cont.)</p>	<p>ASTRELLA &amp; RICE PC ATTORNEYS AT LAW US 36 Mobility Partnership September 13, 2007 Page 2</p> <p>(as they become available), and could be constructed and utilized independently from subsequent projects.</p> <p>The availability of transportation funding is increasingly problematic for communities across the country. New funding strategies for transportation are being discussed at the national, state, and local level. <b>Traditional funding mechanisms no longer provide the level of funding required to maintain the existing transportation system or build the new projects being planned to meet increasing demands.</b></p> <p>...</p> <p>The focus of this [DEIS] is on the corridor-level improvement packages. More detailed decisions about specific design concepts will be addressed in the next phases of the project. Costs and funding options will continue to be refined and updated as well.</p> <p>...</p> <p><b>The estimated capital costs for both build packages exceed [by roughly \$1.3 - \$1.6 billion] the currently available or planned funding ... for the US 36 corridor.</b></p> <p>...</p> <p><b>Since there are insufficient funds to construct either of the build packages in their entirety, the project would likely be broken into [presently uncertain and indeterminable] logical phases or projects that can demonstrate independent utility.</b></p> <p>(Emphasis added).</p> <p>Reduced to its most basic, the tentative and clearly uncertain funding for the Project means that Thomas will be deprived of the beneficial and economic use of the Property until a date uncertain. In effect, the Property has been taken without compensation. Although the DEIS is clear that if and when the Project goes forward the Property will be acquired by an unspecified condemning authority, nothing in the DEIS suggests that any acquisition of the Property is imminent even if an election is made to implement Packages 2 or 4. As a consequence, Thomas and any prospective purchaser of the same are</p>	

Commenter	Comment	Response to Comment
<p>Comment #45-1 (cont.)</p>	<p>ASTRELLA &amp; RICE PC ATTORNEYS AT LAW US 36 Mobility Partnership September 13, 2007 Page 3</p> <p>provided, with no reasonable level of certainty as to how the Property may be used in the interim, if ever, and as such, the economic viability of the same has been substantially, and likely irretrievably, subverted.</p> <p>The law in the State of Colorado is very clear. In this regard,</p> <p>The United States Supreme Court has established two per se tests under which a regulation can effect a taking absent physical encroachment onto the land. First, a regulation constitutes a per se taking when it 'does not substantially advance legitimate state interests'. [Cites omitted]. Second, a per se taking occurs when a regulation 'denies an owner economically viable use of his land'. [Cites omitted].</p> <p>The United States Supreme Court has noted that whether or not a taking has occurred 'depends largely upon the particular circumstances (in that case)'. [Cite omitted].</p> <p><u>Animas Valley Sand and Gravel, Inc. v. Board of County Comm'rs of the County of LaPlata</u>, 38 P.3d 59 (Colo. 2001). Additionally, even if the landowner cannot demonstrate a per se taking, a taking can still be established under a fact-specific inquiry. <u>Id.</u>; <u>Sagg, also, Harrisadan v. City of East Orange</u>, 433 A.2d 888 (N.J. App. 1982), holding that if governmental activity contributes to the substantial destruction of value, a taking occurs.</p> <p>Even in the event the circulation of the DEIS, when read in conjunction with Broomfield's comprehensive plan, is not construed as a regulation or activity, it seems apparent that a taking will occur if any aspect of the Project is forwarded as being effective unless there is adequate funding in place. While Thomas fully recognizes that as a general rule, the mere plotting or planning in anticipation of a public improvement may not rise to the level of a taking, there is nevertheless overwhelming authority to the effect that a cause of action for inverse condemnation does arise when excessive pre-condemnation announcements and/or unreasonable delay in actually condemning the affected property are attendant to such planning. See, e.g. <u>Klopping v. City of Whittier</u>, 8 Cal.3d 39 (Cal. App. 1972); <u>Redevelopment Agency of City of Pomona v. Heller</u>, 2000 Cal. App. 3d 517 (Cal. App 1988); <u>Washington Market Enterprises, Inc. v. City of Trenton</u>, 343 A.2d 408 (N.J. App. 1975).</p> <p>It takes very little mental acumen to conclude that the Project as proposed completely restricts the economic use of the Property. The Property cannot be built upon or sold at market value because the Project contains no commitment as to the timing of its implementation, if at all. In essence, the Property could very well lie fallow for decades</p>	

Commenter	Comment	Response to Comment
<p>Comment #45-1 (cont.)</p>	<p style="text-align: center;">                       Very truly yours,                      T. R. Rice                 </p> <p>                     TRR/etr                      cc: Marc and Todd Thomas                      Broomfield Mayor and City Council                      CDOT, c/o Sandi Kohrs                      RTD, c/o Gina McAfee                 </p>	<p>                     ASTRELLA &amp; RICE PC                      ATTORNEYS AT LAW                      US 36 Mobility Partnership                      September 13, 2007                      Page 4                 </p> <p>                     without compensation being paid to Thomas, which would violate the constitutional rights of the property owner. The circulation of the DEIS has effectively condemned the Property.                 </p> <p>                     The position of Thomas is very straightforward - the party that will ultimately condemn the Property must presently acquire the same by payment of adequate compensation. Our view, based upon comparable land values, is that the value of the Property is in the range of \$7 - \$9 per square foot. Alternatively, the Project must be withdrawn from consideration with affirmative representations that in the absence of immediate assurances of adequate funding, the currently proposed expansion/re-development plans will not be revisited.                 </p> <p>                     Quite candidly, mere "discussions" of "strategies" in light of the admitted lack of ready funding for even maintenance purposes falls far short of the mark and is simply irresponsible with respect to the rights of owners of real property such as Thomas. The foregoing being said, Thomas adamantly opposes the Project and hereby serves notice that absent affirmative action as noted above, Thomas will take prompt legal action.                 </p> <p>                     Should you have any questions or comments, please contact the undersigned.                 </p>

Commenter	Comment	Response to Comment
<p>Hines Interests, Andy Heard Comment #46</p>	<p>September 14, 2007</p> <p>US 36 Mobility Partnership c/o CDR Associates 100 Arapahoe Ave., Ste 12 Boulder, CO 80302</p> <p><b>RE: Written Comments to US 36 DEIS and the Potential Impact on Interlocken East Development</b></p> <p><b>Hines</b></p> <p>To Whom It May Concern:</p> <p>On behalf of Hines and in conjunction with the current land owner, JP Colorado Land LLLP, I am writing to express my strong concern with the potential impacts to the northern portion of Interlocken East (Lot 4 Filing 21) due to the proposed widening of US 36. Hines currently has the property under contract with JP Colorado Land who has also written you (enclosed) regarding the problems associated with realignment of the off-ramp and potential shifting of right-of-way lines well into the existing property. We are of the same opinion as current land owner and completely support the recommendations in his previous correspondence.</p> <p>Over the past year, Hines has spent considerable resources developing an integrated site plan for the build-out of Interlocken East. The design was compatible with what was the latest plan for improving the Wadsworth Interchange dated February 23, 2005 (enclosed). As you can understand, Hines became concerned as to the viability of the entire development when we learned of the results of the DEIS plan. The plan dramatically impacts the parcel currently slated for a hotel and threatens to reduce the size of the remaining office and retail sites as well.</p> <p>While we understand and support the need to widen US 36, we ask that you consider realignment of the off-ramp and bike lanes so as to minimally impact the net developable land of the site. More importantly though, Hines and current land owner need to ascertain the realistic plans for US 36 expansion in as timely a manner as possible. Hines cannot commit to a final development plan until we are reasonably certain of the future roadway plans. The Broomfield/Interlocken market has recovered to the point where new development is finally viable. Quickly gaining an understanding of the US 36 plans would mitigate the uncertainty and allow for development to ensue.</p> <p>317 Texas Suite 1500 Houston, Texas 77062-2712 (713) 237-5665 (713) 237-5637 FAX</p>	<p>✓</p> <p><b>Response to Comment #46-1:</b> See response to Comment #38-1.</p>



Commenter	Comment	Response to Comment
<p>Comment #46-1 (cont.)</p>	<p>We would like to reinforce John James' request to meet with CDOT personnel as soon as possible after the close of the response period. We look forward to a collaborative effort in resolving these concerns in a fair and equitable manner. Thank you for your consideration.</p> <p>Regards,              Andy Heard            Project Manager</p> <p>Enclosures</p> <p>Cc: Deborah Basket/Broomfield Transportation Manager (w/o enclosures)            John James/James Property Investment (w/o enclosures)            Travis Overall/Hines (w/o enclosures)</p>	


Commenter	Comment	Response to Comment
<p>Bob Greenlee Comment #47</p>	<p>BOB GREENLEE 150 Brittany lane Lafayette, Colorado 80026 (303) 444-0206 / 303) 444-7968 September 15, 2007 To: U.S. Mobility Partnership Highway 36 Re: Draft EIS To Whom It May Concern: RTD and communities promoting the NW Rail plan don't have a plan—it is in development. Because of unknown costs and other key provisions, whatever outcome may result WILL HAVE AN IMPACT ON THE CURRENT U.S. HIGHWAY 36 EIS! This should be addressed as an unresolved issue. Your current EIS draft suggests a "no action" alternative because you claim "it is already funded". It is not. What portions are funded? Will an enhanced Bus Rapid Transit System on Highway 36 eliminate the "need" for the NW Rail project? There is no current NW Rail plan. The RTD has revealed, in a separate EIS meeting that I attended that they have no idea what will be included or excluded in their "plan". Bus Rapid Transit is included in your current EIS program although the extent to which it could be enhanced and therefore replace the current NW Rail Program MUST BE INCLUDED in your current EIS. ALL EIS'S REQUIRE AN ANALYSIS OF ALL ALTERNATIVES THAT MUST BE COMPARED TO A 'NO BUILD' ANALYSIS. THE NW RAIL PROGRAM IS NOT IN ANY WAY "ALREADY PLANNED" AS YOU CLAIM. Legal challenges to the current EIS, if the above matters are not included will certainly lead to court challenges and unnecessary delay. 2) The proposed "bike" lanes are faulty, ridiculous, and should be eliminated from this EIS. Bikeway, bike paths, and bike lanes are important intercity programs that make use of city streets, or separate paths and dedicated infrastructure and should NOT be included in U.S. Highway planning. They are a safety hazard to bicyclists, a distraction to motorists, and entirely unimportant for long distance mobility when considering major highway transportation improvements. 3) Whatever improvements are contemplated in the current EIS, in all cases or scenarios, the improvements must not stop at McCaslin Boulevard in Louisville, or near Cherryvale Road, but MUST EXTEND THROUGH TO ARAPAHOE AVENUE IN BOULDER. If that is not possible, by some exaggerated claim or notion, the improvements must AT LEAST lead motorists to Boulder's Foothills Highway. To do otherwise is entirely shortsighted.</p>	<p><b>Response to Comment #47-1:</b> After the passage of FastTracks in 2004, which included a funding source for the rail elements in the US 36 corridor, FTA and FHWA jointly determined that the highway elements and the rail elements of the project had independent utility and should proceed separately. In 2006 (see Chapter 2, Alternatives Considered) the projects were separated and the rail component is now being evaluated by RTD in an Environmental Evaluation of the Northwest Rail Corridor. The Northwest Rail Corridor project includes rail service between Denver and Longmont. Implementation of BRT on US 36 does not eliminate the need for commuter rail from Longmont to Denver. The Environmental Evaluation is scheduled to be completed in 2009.</p> <p><b>Response to Comment #47-2:</b> There has been overwhelming support for a bikeway as part of the US 36 corridor improvements. The bikeway would not be on the US 36 alignment, but adjacent to it and would connect to other trails and local street bike networks. It is an integral part of providing multi-modal improvements to this corridor. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #47-3:</b> See responses to Comment #16-9 and Comment #40-2.</p>
<p>Comment #47-1</p>		
<p>Comment #47-2</p>		
<p>Comment #47-3</p>		


Commenter	Comment	Response to Comment
<p>Tom Masterson Comment #48</p> <p>Comment #48-1</p>	<p>16 September 2007 Dear CDOT, Our request to CDOT for US36 between Table Mesa &amp; Baseline is: That noise abatement be included along the entire of US36 between Baseline &amp; Table Mesa; that the speed limit be restored to 55 mph; and that 'quiet' pavement be used for surfacing. We live in the Martin Acres area of Boulder, and have lived here since the 1970's. [We are more than a block from the Turnpike.] At that time there was almost no noise from US36 at night. Now it is so loud that it is almost impossible to sleep at night with windows open. Our next-door neighbors lived here since the 1950's. They saw the noise level grow from inaudible to unbearable. In the early 1990's, the noise levels from US36 were already above that permitted in a residential area. With the huge increase in vehicular traffic into and out of Boulder and higher speeds, the noise level has at least doubled (+6 dB) since that time. With the proposed changes to US36, they will only grow louder yet. Several years ago the speed limit on this segment of US36 was increased to 65 mph. This was done by fiat, with no public comment, with total disregard for those living in the neighborhood, and over the nearly unanimous opposition of residents of the Martin Acres area of Boulder. Since noise goes up almost exponentially with speed, we would like the speed limit restored to 55 mph. When the second bridge over Baseline was installed more than a decade ago, we were promised that the design would include quiet (rubberized) asphalt. Instead, the loudest possible surface (ripped concrete) was installed. We request that the surface on the entire segment of US36 between Table Mesa &amp; Baseline be 'quiet' asphalt. We are not rich people. We are unable to afford to move to a 'quiet' neighborhood. This is our home, and the incessant noise from US36 is destroying the peace and quiet of our only home. Tom Masterson Renee Swindle 250 31st St., Boulder CO 80305</p>	<p><b>Response to Comment #48-1:</b> Currently, noise mitigation is proposed along Moorhead Avenue from just north of Table Mesa Drive to the Bear Creek Trail underpass. The sound wall would be approximately 15 feet tall and approximately 4,100 feet long and is predicted to achieve over 5 dBA of noise reduction at approximately 100 residences.</p> <p>Each 5 mile per hour reduction in speed results in approximately 1 dBA of noise reduction. However, a reduction in speed means less traffic flow, which does not meet the Purpose and Need for this project. In addition, speed reductions are difficult to enforce.</p> <p>Particular types of asphalt pavement have been demonstrated to be as much as 3 to 5 dBA quieter than concrete, however studies are not conclusive. When considering pavement choice, noise is only one issue involved in the selection process. CDOT conducts a 40-year life cycle cost analysis when selecting pavement, which includes the initial construction cost, maintenance costs, rehabilitation costs, safety, and user costs (traffic delays). FHWA does not recognize pavement type, in and of itself, as a noise abatement measure due to the fact that there are several components to the noise generated from a roadway facility. In general, CDOT has found concrete to be the most cost-effective pavement type in urban areas.</p>

Commenter	Comment	Response to Comment
<p>Scott McCarey Comment #49</p>	<p>US 36 Mobility Partnership CDOT 100 Arapahoe Ave, Suite 12 Boulder, CO 80302</p> <p>September 16, 2007</p> <p>RE: Noise Impact Analysis</p> <p>Dear Sir or Madam,</p> <p>After a thorough reading of the US 36 Draft EIS Noise Chapter, I believe that there is insufficient understanding of the noise impacts this project will have on residences near US 36. The noise receptors used to determine the impact of noise from additional cars and trucks on US 36 are located only 200 feet from the roadway edge. Having lived approximately 1,000 feet from US 36 for the last several years, I can assure you that noise emanating from this highway impacts residents well beyond the 200-foot radius. The Draft EIS states that only 126 residences are impacted by highway noise. This is a tremendous underestimate. Noise, like air pollution, cannot be contained within a 200-foot radius. It is a continuous phenomenon that can be heard at great distances from the source. I request that CDOT conduct further study on the effect the proposed highway projects will have on residences beyond the immediate vicinity of the highway.</p> <p>This is particularly concerning given the proposed noise mitigation for the 126 residences that have been identified as the sole impacted properties. The Draft EIS essentially recommends the elimination of sound walls on both sides of the highway. Sound walls have proven to be effective at reducing noise impacts immediately adjacent to them. Beyond a 200-foot radius, however, sound walls have limited effectiveness. In fact, several state DOTs have found that sound walls can actually increase the noise levels of traffic located away from the highway. While sound dynamics is a complicated phenomenon, it is believed that the increased noise levels come from sound bouncing off of the sound barriers and reflecting to other areas. After all, the primary function of sound barriers is to block noise from adjacent properties – not eliminate it. This was the case in 1985 in Cincinnati when \$10 million of sound mitigation barriers, the highest in FHWA history, were proven to actually worsen noise conditions in the surrounding area. CDOT provides information to the public on how the proposed sound mitigation techniques actually reduce noise impacts. I would like to see CDOT use the most current sound absorption products available.</p> <p>In summary, I am disappointed with the evaluation in the US 36 Draft EIS regarding the potential noise impacts of the proposed highway projects. First, the scope of noise from US 36 is considerably larger than 200 feet and the environmental impact analysis should reflect this. Second, noise abatement barriers will improve conditions for properties immediately adjacent to the highway, more information is needed on the comprehensive effect noise barriers have on a larger community.</p> <p>Thank you for your attention to this important matter.</p> <p>Sincerely, Scott McCarey Boulder, Colorado</p>	<p><b>Response to Comment #49-1:</b></p> <p>Noise levels were measured at residences within 200 feet of the US 36 corridor to evaluate the worst-case conditions. Residences located greater than 200 feet from of the alignment are generally second or third row receivers (i.e., they are blocked by other residences or buildings). The 126 receptors identified in the US 36 DEIS have impacts above the CDOT Noise Abatement Criteria. Based on the analysis, noise walls would effectively mitigate noise impacts for these receptors. Other receptors were not identified to have noise impacts above the Noise Abatement Criteria and therefore, no mitigation is recommended.</p> <p>It is agreed that noise from US 36 can be heard from large distances (e.g., 1,000 feet). However, there is little the highway department can do about this. Noise walls are not effective at this distance. Speed reduction and the use of low noise pavement are somewhat effective, as they prevent noise from being created in the first place. However, speed reduction runs counter to moving traffic, and is very difficult to enforce. Pavement design has a number of considerations in addition to noise, notably safety, durability, and cost. As for reflections from noise walls, it is agreed that this occurs. Calculation indicate that a noise wall can increase noise levels on the other side of the highway by anywhere from a few tenths of a dB to 2 dB.</p>


Commenter	Comment	Response to Comment																					
<p>The Mulhern Group LTD, Michael Mulhern Comment #50</p>	<p style="text-align: center;"><b>THE MULHERN GROUP, LTD.</b> ARCHITECTURE • PLANNING • INTERIORS</p> <p>US 36 Mobility Partnership C/O CDR Associated 100 Arapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p><b>Attn: Mr. Andrea Meneghel</b> <b>Re: Comments to the US 36 Draft Environment Impact Study.</b> <b>WP Carey Technology Park</b> <b>Broomfield, Colorado</b> <b>Date: September 17, 2007</b></p> <p>Dear Mr. Meneghel,</p> <p>I am writing on behalf of WP Carey and Carey Technologies Properties II who own approximately 24 acres bordering I-36 along Industrial Boulevard in Broomfield, Colorado.</p> <p>These properties and buildings are located North of I-36, and in somewhat of an equal distance between Platron Circle and Wadsworth Boulevard. A mark-up of the aerial showing the site is enclosed.</p> <p>The building addresses are 3400, 3401 and 3801 Industrial Lane.</p> <p>The parcels are as follows:</p> <table border="1" data-bbox="763 987 974 1260"> <thead> <tr> <th>Parcel ID #</th> <th>R#</th> <th>Owner</th> </tr> </thead> <tbody> <tr> <td>157533120004</td> <td>R1144320</td> <td>Carey Technologies Properties II LLC</td> </tr> <tr> <td>157533120002</td> <td>R1066570</td> <td>Carey Technologies Properties II LLC</td> </tr> <tr> <td>157533400003</td> <td>R1031812</td> <td>Carey Technologies Properties II LLC</td> </tr> <tr> <td>157533120001</td> <td>R1065840</td> <td>Carey Technologies Properties II LLC</td> </tr> <tr> <td>157533120003</td> <td>R1144319</td> <td>Carey Technologies Properties II LLC</td> </tr> <tr> <td>157534200002</td> <td>R1055891</td> <td>Broomfield Properties Corp. Carey Technologies Properties II</td> </tr> </tbody> </table> <p>We are writing with respect to two issues:</p> <p>A. The proposed Midway Boulevard connection shown in package 2 / map 5. B. The expansion of US 36 R.O.W.</p> <p style="text-align: right;">1730 Blake Street, Suite 435 • Denver, Colorado 80202 • TEL: (303) 297-3334 • FAX: (303) 292-2601</p>	Parcel ID #	R#	Owner	157533120004	R1144320	Carey Technologies Properties II LLC	157533120002	R1066570	Carey Technologies Properties II LLC	157533400003	R1031812	Carey Technologies Properties II LLC	157533120001	R1065840	Carey Technologies Properties II LLC	157533120003	R1144319	Carey Technologies Properties II LLC	157534200002	R1055891	Broomfield Properties Corp. Carey Technologies Properties II	
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Commenter	Comment	Response to Comment
<p>Comment #50-1</p> <p>Comment #50-2</p> <p>Comment #50-3</p>	<p><b>A. Proposed Midway Boulevard connection:</b></p> <ol style="list-style-type: none"> <li>1. The proposed connection will severely impact the WP Carey sites today and in the future. <ul style="list-style-type: none"> <li>• The proposed Midway Boulevard will fly over the site at approximately 20-24' above grade to provide necessary clearance over the railroad tracks paralleling US 36. The flyover will bisect the site with major slope easements and/or 20'-30' high retaining walls which will significantly affect the developable area of the site, the openness of the site and views to the Flatirons.</li> <li>• The plans will render obsolete construction documents created for the expansion and re-alignment of Industrial Boulevard, overall development plans for a 5 building, 420,000 SF office complex and a 404 Corp of Engineers permit received for the development.</li> <li>• The possibility of access from Industrial Lane to Midway Boulevard will be eliminated. This has been in planning for over 8 years, with initial design directed and paid for by WP Carey and subsequent planning provided by the City and County of Broomfield.</li> <li>• We have included a copy of previous development plans which show the flyover running through a proposed three story building. (Building #3)</li> </ul> </li> </ol> <p><b>B. Expanded R.O.W. of US 36:</b></p> <ul style="list-style-type: none"> <li>• Finalization of a revised development plan has now been on hold for over 3-5 years as the proposed R.O.W. expansion has not been finalized. Given the narrow nature of the site (Approximately 340' after widening of Industrial Lane) any R.O.W. dedication will severely affect the southern most existing buildings, the previous planning and future re-development.</li> <li>• As no determination of additional R.O.W. has been determined it has rendered re-planning of the site un-feasible.</li> <li>• We have also included drawings which try to overlay the proposed US 36 R.O.W. expansion and show that this expansion would eliminate south loading and access as well as a portion of two buildings.</li> </ul> <p>Should package 2 continue to be a desirable option, we are happy to sit down with you and the City and County of Broomfield staff to explore other alternatives which may better serve each party's needs.</p> <p>1730 Blake Street, Suite 435 • Denver, Colorado 80202 • TEL: (303) 297-3334 • FAX: (303) 292-2601</p>	<p><b>Response to Comment #50-1:</b> The Combined Alternative Package (Preferred Alternative) does not include the extension of Midway Boulevard over US 36. ROW impacts, in general, would be reduced with the Preferred Alternative.</p> <p><b>Response to Comment #50-2:</b> Access from Industrial Lane to Midway Boulevard would not be precluded with the Combined Alternative Package (Preferred Alternative).</p> <p><b>Response to Comment #50-3:</b> See response to Comment #50-1. Additional information on proposed ROW impacts is provided in Section 4.4, Right-of-Way and Relocations. Project ROW needs will continue to be refined and property acquisitions avoided or minimized where possible throughout final design. Throughout the process, CDOT will coordinate with affected property owners. Due to limited funding availability, the project would be implemented in phases. See Chapter 8, Phased Project Implementation, for more detailed information.</p>

Commenter	Comment	Response to Comment
	<p>Please send all correspondence to the two ownership groups listed below and a copy to the Mulhern Group, Ltd., attention Mr. Mike Mulhern.</p> <p>Carey Technology Properties II C/O W.P. Carey &amp; Co. LLC 50 Rockefeller Plaza New York, NY 10020</p> <p>Broomfield Properties Corporation C/O W.P. Carey &amp; Co. LLC 50 Rockefeller Plaza New York, NY 10020</p> <p>Thank you for your attention to this matter.</p> <p>Respectfully Submitted,  Michael G. Mulhern</p> <p>1730 Blake Street, Suite 435 • Denver, Colorado 80202 • TEL: (303) 297-3334 • FAX: (303) 292-2601</p>	

Commenter	Comment	Response to Comment
	 <p>NOTE: RIGHT OF WAY EXPANSION INTERPOLATED FROM ADJACENT LOTS AND REFERENCED LINES (APPROXIMATELY SHEET 17 OF 19)</p>	



Commenter	Comment	Response to Comment
	 <p>EXISTING SITE WITH NEW 36 ROW 09-17-2007</p> <p>TRACT 2</p> <p>PROPOSED BRIDGE OVER HIGHWAY 36</p> <p>C-DOT DEDICATION</p> <p>THE MULLIKENS GROUP, LTD. ENGINEERS &amp; ARCHITECTS</p> <p>W. P. CAREY</p>	

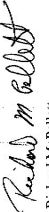
Commenter	Comment	Response to Comment
	<p>E1/4 SECTION 33, T.1S., R69W.</p> <p>NOTE: ROUTE OF HWY EXPANSION INTERPOLATED FROM US 36 CORRIDOR BY TRIANGULAR MEAN.</p> <p>NW1/4 SECTION 34, T.1S., R69W.</p> <p>EAST LINE NE1/4 SECTION 33</p> <p>EAST LINE NE1/4 SECTION 34</p> <p>US 36 BALL LAKE RABBIT</p> <p>HIGHWAY RAILROAD TRACKS</p> <p>RAILROAD TRACKS</p> <p>HIGHWAY RAILROAD TRACKS</p>	



Committer	Comment	Response to Comment
	<p>PROPOSED BRIDGE ELIMINATES BUILDING</p> <p>PROPOSED BRIDGE OVER HIGHWAY 36</p> <p>C-DK DED</p> <p>W.P. CAREY</p> <p>THE MULLER GROUP, LTD. ARCHITECTS • ENGINEERS • INTERIORS</p> <p>TRACT 2</p> <p>PROPOSED 36 ROW</p> <p>21 ACRES ROW EXPANSION</p> <p>ORIGINAL DEVELOPMENT PLAN W/ NEW 36 ROW 09-17-2007</p>	<p>Response to Comment</p>

Commenter	Comment	Response to Comment



Commenter	Comment	Response to Comment
<p>Hunter Douglas, Richard Pellett Comment #51</p>	<p>HUNTER DOUGLAS Fax: 3038763824 Sep 17 2007 14:11 P. 01</p> <p><b>HunterDouglas</b> WINDOW FASHIONS One Dieste Way Broomfield, CO 80020 Tel: (303) 466-1848 Fax: (303) 876-0998</p> <p><b>FACSIMILE TRANSMITTAL</b></p> <p><b>CONFIDENTIALITY NOTICE</b></p> <p>This facsimile transmission (and/or the documents accompanying it) may contain confidential information belonging to the sender which is protected by the sender's copyright. It is intended solely for the use of the individual or entity named below. If you are not the intended recipient, you are notified that disclosing, copying, distributing or the taking of any action in reliance on the contents of this information is strictly prohibited. If you have received this transmission in error, please immediately notify us by telephone to arrange for return of the documents.</p> <p><b>TOTAL NUMBER OF PAGES, INCLUDING COVER SHEET: 3</b></p> <p><b>DATE:</b> September 17, 2007 <b>TO:</b> Andrea Menegheli <b>FAX #:</b> 720-407-4771 <b>FROM:</b> Rick Pellett <b>SUBJECT:</b> US 36 Draft Environmental Impact Study <b>CC:</b> <b>COMMENTS:</b></p>	

Commenter	Comment	Response to Comment
<p>Comment #51-1</p>	<p>HUNTER DOUGLAS Fax:3038763624 Sep 17 2007 14:12 P. 02</p> <p><b>HunterDouglas</b></p> <p>September 17, 2007</p> <p>VIA FACSIMILE AND U.S. MAIL</p> <p>US 36 Mobility Partnership          Attn: Andrea Meneghel          100 Arapahoe Avenue, Suite 12          Boulder, Colorado 80302</p> <p>Re: US 36 Draft Environmental Impact Study</p> <p>Dear Mr. Meneghel:</p> <p>I am writing to provide Hunter Douglas Window Fashions' comments to the US 36 Draft Environmental Impact Statement (the "Statement").</p> <p>Hunter Douglas Window Fashions is a producer of top-of-the-line window fashion products. Our main Broomfield campus consists of five buildings with a total of 576,910 square feet on the northeast side of Midway Boulevard, and a sixth 102,000 square foot building and four vacant lots lying across the street on the southwest side of Midway Boulevard. We also have another 65,816 square foot facility on Alter Street about a mile and a half from our main campus. Altogether we employ some 958 people in our Broomfield facilities. We anticipate adding to our campus with new buildings on our currently-vacant parcels.</p> <p>Given the enormous investment that Hunter Douglas has made in its Broomfield campus, we are very concerned about the impact that the packages described in the Statement would have on our operations and on the safety and well-being of our employees.</p> <p>We are most concerned about Package 2. First, the proposed drop ramp and new bridge at Midway Boulevard would create an unprecedented level of traffic through the Hunter Douglas campus. We are concerned about the impact that that this would have on the safety of our employees as they travel to and from work and as they move between buildings (especially those on opposite sides of Midway Boulevard). We believe that access to our main offices at One Duette Way, just off Midway Boulevard, would also be adversely affected, especially in light of the change in road elevation that would presumably be required to accommodate the railroad overpass and the drop ramps. We are also concerned about Package 2's impact on our present detention pond. More generally, we feel that the overall appearance, security and cohesiveness of our business park would suffer. We are also very concerned that implementation of Package 2 could involve the taking of all or part of our property held for future expansion.</p> <p>In light of the foregoing, we urge the Federal Highway Administration, the Federal Transit Administration, the Colorado Department of Transportation and the Regional Transportation District to reject Package 2 as a means of addressing transportation issues in the Highway 36 corridor.</p> <p>One Duette Way, Broomfield, CO 80020 303.466.1848</p>	<p><b>Response to Comment #51-1:</b></p> <p>The Combined Alternative Package (Preferred Alternative) does not include the drop-ramps or extension of Midway Boulevard over US 36. Without the drop-ramps, there would not be impacts to the detention pond noted. ROW impacts, in general, have been reduced with the Preferred Alternative. See Section 4.4, Right-of-Way and Relocations, for more detailed information.</p>

Commenter	Comment	Response to Comment
<p>Comment #51-2</p>	<p>HUNTER DOUGLAS Fax:3038763824 Sep 17 2007 14:12 P.03</p> <p><b>HunterDouglas</b></p> <p>Finally, with respect to both Package 2 and Package 4, we are concerned about the noise that would be created by the additional traffic on U.S. 36. We would, therefore, like to see any details on noise walls or other noise abatement measures.</p> <p>Please understand that the foregoing is not an exhaustive list of our concerns, and we reserve the right to raise new concerns and pursue any and all available remedies in the future.</p> <p>If we can provide any further information, please do not hesitate to contact me.</p> <p>Yours very truly,</p>  <p>Richard M. Pellett President and General Manager</p>	<p><b>Response to Comment #51-2:</b></p> <p>Table 4.13-3, Number of Residences Impacted by Highway Noise, of the US 36 Corridor FEIS documents the proposed distances of sound walls. In addition, Attachment C of the <i>Highway Noise Report</i> graphically depicts the locations of proposed sound walls. At this time only the general location of sound walls has been evaluated, and 100 percent engineering on the sound walls has not been completed; therefore, the location of the walls has not been finalized and cross-sections have not been provided. This information will be finalized as part of final design.</p> <p>The noise levels at this commercial facility do not equal or exceed CDOT's 71 dBA Noise Abatement Criterion for commercial facilities.</p>

Commenter	Comment	Response to Comment
<p>Arisia Broomfield, Timothy D. Wiens Comment #52</p> <p>Comment #52-1</p>	<div style="text-align: center;">  </div> <p>September 17, 2007</p> <p>Ms. Andrea Meneghel CDR, Associates 100 Annapoee Avenue, Suite 12 Boulder, CO 80302</p> <p>RE: Comments to the U.S. 36 Draft Environmental Impact Study</p> <p>Dear Mr. Meneghel:</p> <p>I am writing as the Owner and Developer of the Arista development located at the southwest corner of Wadsworth and U.S. 36 in Broomfield to provide comments on the U.S. 36 Draft Environmental Impact Statement. First and foremost, Arista is in support of transportation improvements in the US 36 corridor and strongly believes that decreased congestion through well-conceived transportation improvements will benefit the community at large and attract future investment in the corridor.</p> <p>In review of the US 36 Draft EIS one thing became clear, it is imperative that adequate access to rapid transit be provided along the corridor. Draft EIS Package 2, while offering somewhat decreased travel times in the HOV lanes, would have significant negative impacts on Arista, its tenants, residents, retailers and destination entertainment options. These potential negative impacts would be the result of severely limited access through the implementation of "barrier restricted" HOV express lanes with no proximate access point to Arista and the Broomfield Event Center.</p> <p>In light of the significant public and private investment that has been made in the corridor, it is unacceptable to severely limit direct HOV access by bus or automobile to Flatirons, Interlocken, Arista, the Broomfield Event Center, and adjacent communities along the US 36 corridor. A lack of adequate access to these destinations from rapid transit is likely to result in little or no relief of congestion in corresponding areas. Additionally, it will create inadvertent congestion at the limited access points, thus increasing total travel times for commuters, which is contrary to the intent of the transportation plans for the corridor.</p> <p>We would suggest that a hybrid solution between Packages 2 and 4 be created to provide the greatest opportunity for access to the transit system and adjacent communities and services. An integral approach to this hybrid solution would be the use of buffer (painted stripe or Class B DoIs) restricted HOV Express lanes from which BRT can easily access all transit oriented development along the US 36 corridor. Most importantly, a solution should be pursued that does not severely limit consumer choice to the few and far between access points of the barrier restricted HOV lanes proposed in Package 2.</p> <div style="text-align: right;"> <p>Corporate Office: 555 Eldorado Blvd, Suite 200 • Broomfield, CO 80021 • (303)460-8800 • (303)280-5155 Faxsimle</p>  </div>	<p><b>Response to Comment #52-1:</b></p> <p>The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that includes elements of Package 2 and Package 4, including one buffer-separated managed lane in each direction, ramp BRT stations, interchange improvements, a bikeway, and TDM. The Preferred Alternative provides for better access to the managed lanes at separate ingress and egress points located between each interchange and eliminates drop-ramps. Managed lanes would be separated from the general-purpose lanes by a painted buffer. For more details see the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions.</p>



Commenter	Comment	Response to Comment
<p>Comment #52-1 (cont.)</p>	<p>Conversely, unlimited access points to transportation in the corridor would be to the detriment of the transit system and local economy; however there are key developments such as Arista, where the framework and infrastructure are in place to accommodate the residential, employment, and commercial needs of a transit oriented population. Arista has long strived to set the benchmark for transit oriented development in the corridor and believes that barrier restricted HOV lanes (unless bus-only barrier restricted lanes with pedestrian bridges and center-loaded platforms) are unacceptable as they do not meet the access needs of communities in the corridor and work against the intent of transit oriented development in providing <i>convenient</i> access to transportation, residential, employment, and commercial options.</p> <p>Arista supports the implementation of High Occupancy Toll (HOT) Lanes without a physical barrier as these lanes would support additional transportation alternatives, generate valuable revenue, and contribute to increased access to the business environment in the US 36 corridor.</p> <p>As stated, Arista, in alignment with the City and County of Broomfield, strongly supports transportation improvements in the US 36 corridor and is actively involved in the Wadsworth Interchange and 120<sup>th</sup> Avenue extension improvements. We trust that the issues raised in this letter and by other stakeholders in the corridor will be evaluated and rectified in the final EIS document. Arista is committed to continued support of transportation plans and improvements in the US 36 corridor.</p> <p>Sincerely,</p>  <p>Timothy D. Wiens Principal</p> <p>Corporate Office: 555 Eldorado Blvd, Suite 200 • Broomfield, CO 80021 • (303) 460-8800 • (303) 280-51 55 Facsimile</p> 	

Commenter	Comment	Response to Comment
<p>Cathy Allen                      Comment #53                      Comment #53-1</p>	<p>Read article in Camera 9/2 by Ruzzin/Agelon/Toor/McShane who asked for public comment. I am in favor of the "NO ACTION PACKAGE" which already includes planned improvements. One is a bikeway along 36. Good idea. Absolutely against any tolls.</p>	<p><b>Response to Comment #53-1:</b>                      Comment noted. The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that includes elements of Package 2 and Package 4, including one buffer-separated managed lane in each direction, ramp BRT stations, interchange improvements, a bikeway, and TDM. The Preferred Alternative provides for better access to the managed lanes at separate ingress and egress points located between each interchange and eliminates drop-ramps. Managed lanes would be separated from the general-purpose lanes by a painted buffer. For more details, see the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions.                       Also, see the general Combined Alternative Package (Preferred Alternative) response and general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p>
<p>Robert Amidon                      Comment #54                      Comment #54-1</p>	<p>Please, please, please fix the broken fences. When they fall down the hwy is "louder". Also, please take care of the weeds (which creep into my yard). Thanks!</p>	<p><b>Response to Comment #54-1:</b>                      Comment noted. In incorporated areas, Colorado Statute CRS 43-2-135 places the responsibility of maintenance beyond the curb on the City or Incorporated City and County.                       On interstate highways, CDOT takes the responsibility for maintenance to the ROW line. This is done for safety reasons since most local agencies don't use the level of safety warnings CDOT requires. CDOT is obligated to mow a 15-foot pass along the roadway to maintain a safety line of sight. CDOT mows this 15-foot pass two to three times a year. Any additional mowing (full bank cutting) is only done after September.                       See also response to Comment #23-4.</p>

Commenter	Comment	Response to Comment
<p>Sue Anderson Comment #55</p> <p>Comment #55-1 Comment #55-2 Comment #55-3 Comment #55-4</p>	<p>What happens when the HOV lanes reach I-15 where the HOV lanes are one way? I prefer Package 2 because it would encourage more use of transit. BRT options: I prefer option B because it encourages transit use. The bikeway should be along US36 because it is shorter and encourages use of bikes.</p>	<p><b>Response to Comment #55-1:</b> The HOV lanes in Package 2 and Package 4 would be connected to both the I-25 reversible express lane facility and to the I-25 general-purpose lanes with new ramps. The Combined Alternative Package (Preferred Alternative) does not include these new ramps, but would instead connect to the existing one-lane reversible managed lane at Pecos Street. Eastbound HOV lane traffic could continue to I-25 southbound or exit to US 36 eastbound.</p> <p><b>Response to Comment #55-2:</b> Comment noted.</p> <p><b>Response to Comment #55-3:</b> See response to Comment #16-9.</p> <p><b>Response to Comment #55-4:</b> The US 36 alignment for the bikeway was selected as part of the Combined Alternative Package (Preferred Alternative) that was developed subsequent to the DEIS. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume for more information.</p>
<p>Anonymous Comment #56</p> <p>Comment #56-1 Comment #56-2</p>	<p>Why not take C-470 all the way to Boulder and leave 36 alone. That way when you go to I-25 you could also catch the fast track (train) into town (Denver). Why can't you Grandfather 1/2 taxes for those who have lived in their houses 10 yrs or more. Or who would have before you moved them.</p>	<p><b>Response to Comment #56-1:</b> The focus of this study is the US 36 corridor from Denver to Boulder. Other studies have looked at providing a connection between US 36 and C-470, which currently does not exist. However, improvements are still needed on US 36 to address mobility.</p> <p><b>Response to Comment #56-2:</b> See the general funding response in the Clarification and Detail for Common Comments section of this volume.</p>
<p>Mercedes Aponte Comment #57</p> <p>Comment #57-1 Comment #57-2</p>	<p>To Whom it May Concern, I have heard that electric line power has been deleted from the proposed project. Please reconsider this option. It is much better for the environment and for human health. The noise differences between diesel and electric are very small. There are plenty of successful models in Europe and other countries to review and us as examples/templates. America is not yet nearly as crowded as Europe and Asian countries, but we will be. It is in our better financial and environmental interest to consider the best project plans for the future now. Time value of money will only make any project more expensive - think progressively. Please keep me on the mail newsletter list. Thank you for your consideration.</p>	<p><b>Response to Comment #57-1:</b> See response to Comment #34-5.</p> <p><b>Response to Comment #57-2:</b> Your name and mailing address will be retained in the US 36 database.</p>

Commenter	Comment	Response to Comment
<p>Robin Arlington Comment #58</p> <p>Comment #58-1</p>	<p>I would just like to say that this issue is of great importance to our communities and we all need to work together as one in Boulder County. I have not found that to be the rule in the past as the folks in Boulder think they know what is good for all of us in the Louisville area. So many of us commute to our jobs as we cannot afford to or desire to live in Boulder, but the issue still stands- we need a new approach to US 36 and include rail as an option. I grew up in the east and the commuter systems back home put shame to those out here. Rail is used extensively and can be aesthetically feasible. Count on my family's vote and support on this issue. Robin Arlington</p>	<p><b>Response to Comment #58-1:</b> Comment noted. Also see response to Comment #34-5.</p>
<p>Peter Arts Comment #59 Comment #59-1</p> <p>Comment #59-2</p>	<p>I believe that there should be a barrier separated Bus Rapid Transit lane from Boulder to Denver and back, maybe reversible like the I-25 HOV lane. The proposals that leave buses in the traffic do nothing to encourage bus use. There is no time saving by sitting in the same traffic as the cars. If commuters in cars watch enough buses go past, maybe they will try the bus and reap those time savings. Striped HOV/BRT lanes are dangerous. People pulling out of slow traffic into those lanes run the risk of causing a rear-end accident because they can not enter the lane at the same speed as the vehicles already in the lane. I've seen this happen on US-36 between Sheridan and Pecos. Some single occupancy drivers use the HOV as a passing lane as well. I support "Package 2" as the plan for US-36.</p>	<p><b>Response to Comment #59-1:</b> The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane in each direction. Access to these lanes would be provided at designated locations between each interchange. The managed lanes would be utilized by HOVs and buses for free, and by SOVs for a fee.</p> <p><b>Response to Comment #59-2:</b> Buffer-separated facilities are in existence today and are currently considered to be an acceptable design approach by the transportation industry.</p>
<p>Robert Backerman Comment #60 Comment #60-1</p>	<p>I strongly support the noise abatement wall suggested for the area of US 36 between Table Mesa and Baseline. This has been needed for years, along with reduced speed there, which apparently is not under local control. The noise severely impacts residents near the highway, and even though I live half a mile away, the noise is quite bad at times where I live as well. This will positively impact communities on both sides of the highway. Thank you.</p>	<p><b>Response to Comment #60-1:</b> Comment noted. For additional information on speed reduction, see response to Comment #25-17.</p>
<p>David Baskett Comment #61 Comment #61-1</p>	<p>There needs to be general purpose lanes added all the way to Foothills Parkway in Boulder. Ending them at Superior doesn't make sense.</p>	<p><b>Response to Comment #61-1:</b> With the Combined Alternative Package (Preferred Alternative) the managed lane would become a general-purpose lane west of Cherryvale Road in the westbound direction. In the eastbound direction, traffic would enter the managed lane just west of Cherryvale Road. A new climbing lane in each direction would be provided from McCaslin Boulevard westbound and from Table Mesa Drive/Foothills Parkway eastbound to the top of Davidson Mesa. For more information, see the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions.</p>

Commenter	Comment	Response to Comment
<p>Ben Beatty                      Comment #62-1                      Comment #62-2                      Comment #62-3</p>	<p>I favor P4 and oppose P2, favor extending 88th Ave over or under US36, strongly oppose a drop ramp at Westminster Blvd., favor the project paying for all improvements (this highway is used by residents throughout the state), fix geographic area descriptions in the DEIS to accurately reflect Westy and Adams segments.</p>	<p><b>Response to Comment #62-1:</b>                      Comment noted. The Combined Alternative Package (Preferred Alternative), which was developed subsequent to the DEIS, has elements of both Package 2 and Package 4, including one buffer-separated managed lane in each direction for use by buses and HOVs for free, and for use by SOVs that choose to pay a toll. The Preferred Alternative does not propose to extend 88<sup>th</sup> Avenue across US 36, nor does it include drop-ramps. See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions, for more information.</p> <p><b>Response to Comment #62-2:</b>                      See the general funding response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #62-3:</b>                      The project study area was broken into manageable segments for ease in presenting data. The segment boundaries used for this project generally follow jurisdictional boundaries, but not always. The segment names utilized are based on the predominant jurisdiction within a segment.</p>
<p>Delicia Beatty                      Comment #63                      Comment #63-1</p>	<p>Hello, I have been unable to attend any meetings. Are there any minutes of these meetings? Is there a way to know if my house will be one of the hundreds demolished by this project? Is there any time frame estimated? Thank you. Take Care, Delicia 8104 Turnpike Dr. Westminster, CO 80031 Thank you!</p>	<p><b>Response to Comment #63-1:</b>                      The Combined Alternative Package (Preferred Alternative), developed subsequent to the DEIS, would require fewer property acquisitions than either Package 2 or Package 4. With the Preferred Alternative, it is not anticipated that this property would be acquired. For more information, see Section 4.4, Right-of-Way and Relocations. Due to limited funding availability, this project would be implemented in phases. See Chapter 8, Phased Project Implementation, for additional information. Information from public meetings is available on the project website (<a href="http://www.us36deis.com">www.us36deis.com</a>).</p>

Commenter	Comment	Response to Comment
<p>Louise Benson #64</p> <p>Comment #64-1 Comment #64-2 Comment #64-3</p> <p>Comment #64-4</p> <p>Comment #64-5 Comment #64-6</p>	<p>1. Midway extension is done must not allow traffic thru residential area.</p> <p>2. No concrete barriers -- just use lines.</p> <p>3. No Lexus Lanes -- highways should be "equal opportunity"</p> <p>4. Lanes for bicycles only are a waste of money -- These lanes should be for low speed motorized travel (Vespa type, electric, etc.) and those few hardy cyclists who travel at higher speeds.</p> <p>5. Electric trains on regular tracks would be best to lower use of imported oil and in future nuclear energy for electricity will come back "in fashion"</p> <p>6. Busses, two; overall are most versatile &amp; cheapest mass transit option.</p>	<p><b>Response to Comment #64-1:</b> The Combined Alternative Package (Preferred Alternative) does not propose the extension of Midway Boulevard across US 36, as shown in Package 2.</p> <p><b>Response to Comment #64-2:</b> The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane (painted lines) in each direction, with access between each interchange.</p> <p><b>Response to Comment #64-3:</b> The managed lane would allow buses and HOVs for no additional charge. Based on available capacity, SOVs would be allowed to utilize the lane for an additional fee.</p> <p><b>Response to Comment #64-4:</b> Local jurisdictions define the permitted users of a bikeway. Motorized vehicles of any kind are typically not permitted on multi-use paths.</p> <p><b>Response to Comment #64-5:</b> Comment noted. Also see response to Comment #34-5.</p> <p><b>Response to Comment #64-6:</b> Comment noted.</p>
<p>Ryan Bentley Comment #65</p> <p>Comment #65-1</p>	<p>I understand a sound abatement wall is under review for a section along SH36 north of Table Mesa road in Boulder. I would recommend amending the plan or review to encompass the full length of SH36 between Table Mesa and Baseline. If noise meter measurements illustrate that the section south of Bear Creek are an order of magnitude greater than north of Bear Creek I would be surprised. The transition in speed from city speeds (25mph) to highway speeds (65mph) takes place within the first quarter mile south of Baseline Rd, this is equally as noisy as sustained highway speeds of 65mph and equally as deserving of a noise abatement wall.</p>	<p><b>Response to Comment #65-1:</b> The noise study was completed in accordance with FHWA and CDOT regulations. These regulations included evaluating receptors 500 feet beyond the physical improvements of the project. Evaluating these noise levels 500 feet beyond the physical improvements warranted the continuation of the noise wall to Bear Creek. This fulfills CDOT obligation and extending the wall beyond this point is outside the scope of work for this project. Improvements to this section of US 36 are not part of Phase I and additional phases are not scheduled to be implemented until after 2035. Options for extending the wall or constructing the wall sooner may include a cost-sharing opportunity with the city of Boulder.</p>


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<p>Gary Boucher Comment #66 Comment #66-1</p>	<p>Noise reduction along Hwy 36- South Bolder Several models predict that, around 60 mph, noise variation with traffic speed is approximately 3db (Ldn) per 5 mph, rather than 1db/5mph. Therefore, it is suggested that reducing traffic speed from 65 to 55 mph will yield 6db Ldn noise reduction. Please revisit this noise analysis.</p>	<p><b>Response to Comment #66-1:</b> For information on speed reduction see response to Comment #25-17.</p>
<p>Deaun Burchi Comment #67 Comment #67-1</p>	<p>As a board member of Madison Hills Homeowner Assoc. and a homeowner I oppose Package 2. I am in favor of package 4 or a hybrid. It would have less impact on property owners and allow for better access to business locations and neighborhoods along 36. The cost would also be more manageable. DeAun Burchi.</p>	<p><b>Response to Comment #67-1:</b> See the general Combined Alternative Package (Preferred Alternative) response and the general funding response in the Clarification and Detail for Common Comments section of this volume.</p>
<p>Burroughs Comment #68 Comment #68-1</p>	<p>I thought the light rail commuter train was being constructed to ease traffic on US 36. No one has given the rails a chance to work because it isn't constructed yet. So why so many lanes need to be done. Also the extra lanes encourage people to drive anyway instead of commuter train. So I support do nothing for now until the rail is completed to see if the people ride it to alleviate their own congestion. Also everyone speaking tonight support #4 doesn't lose their houses. I won't lose my house due to construction but will stare at a blank wall.</p>	<p><b>Response to Comment #68-1:</b> Comment noted. Commuter rail transit is assumed in the No Action Alternative and is currently being evaluated by RTD in a separate Environmental Evaluation of the Northwest Rail Corridor. The Northwest Rail Corridor Project includes rail service between Denver and Longmont. Future estimates of traffic demand indicate additional improvements are still necessary. The Combined Alternative Package (Preferred Alternative) would have fewer ROW and property impacts than Package 2 or Package 4. See Section 4.4, Right-of-Way and Relocations, for more detailed information.</p>
<p>Colleen Calhn Comment #69 Comment #69-1 Comment #69-2</p>	<p>My highest priority is sound mitigation. I live in Superior and the sound is already terrible even up to Superior Elementary school. If you use whatever technology is available to reduce the noise I am fine with any improvements. Commuter rail should be the highest priority. I have lived in LA and Phoenix and the light rail was a huge success even though both cities experienced a lot of negative feedback from residents, during the planning stages. But when it was built people liked it and used it.</p>	<p><b>Response to Comment #69-1:</b> Comment noted. The FEIS proposes the use of sound walls to mitigate noise impacts along the US 36 corridor for receptors with impacts above the Noise Abatement Criteria. See Section 4.13, Noise, for more detailed information. <b>Response to Comment #69-2:</b> Comment noted. Also, see response to Comment #34-5.</p>
<p>Kathleen Calongne Comment #70 Comment #70-1</p>	<p>NW Rail should have been part of the DEIS. NW Rail was presented to the public along with BRT and US 36 road improvements as a package for transit in the NW Corridor during the FasTracks vote. I feel the removal of rail from this DEIS has taken away my opportunity to comment on legitimate alternatives and considerations that would have otherwise been available to me. Kathleen Calongne</p>	<p><b>Response to Comment #70-1:</b> Commuter rail transit is assumed in the No Action Package. Future estimates of traffic demand indicate additional improvements are still necessary. See responses to Comment #34-5 and Comment #47-1 for more details.</p>


Commenter	Comment	Response to Comment
<p>Wallace Campbell Comment #71</p> <p>Comment #71-1</p>	<p>In light of Global Warming, the BRT plan for US36 represents the height of social irresponsibility. Both past RTD District O director, John Taylor and past director Dick McLane state that the reason the electric rail is not possible along that route between Boulder and Denver is the steep Davidson Mesa hill outside Boulder. Swiss engineers easily manage such hills with alternate cog systems on their electric rail trains. Other alternatives (traversing the slope to the east or using the coal train grade on the south side of Marshall Mesa) were not investigated. RTD needs to consider the increasing oil shortages and prices, the local problems of horrendous diesel smog, and an obligation to act responsibly about production of CO2 emissions. A clean electric train should be constructed along US36. Not one of the Boulder voters that I talked to knew that the RTD Fast Track they voted for contained the BRT design for a bus going to (and returning from) Denver every two minutes. The present plan is an environmental disaster. Electric trains MUST be used along that route.</p>	<p><b>Response to Comment #71-1:</b> The <i>FasTracks Plan</i> (dated April 22, 2004) that the voters voted on included 18 miles of BRT/HOV lanes along US 36, in addition to a 38.1-mile commuter rail line between Denver Union Station and Longmont.  The reason light rail was dropped as an alternative is described on page 2.3-2 of the DEIS. It failed to meet the project Purpose and Need, failed to meet the cost-effectiveness goal, and created adverse environmental impacts on very high-quality wetland and endangered species habitat.  Conversion of the BRT system to electric-powered rail would have the same issues as light rail transit (LRT), which is defined in more detail in Section 2.3, Conceptual Alternatives Evaluation.</p>
<p>Wallace Campbell Comment #72 Comment #72-1</p> <p>Comment #72-2</p> <p>Comment #72-3</p>	<p>No Boulder voters that I have met know they voted in favor of FasTrack's plan to put extra bus lanes along US36 between Boulder and Denver. The plan is for a future bus every two minutes leaving (and returning to) Boulder. My response from my Boulder friends is that the bus-lane expansion was probably deliberately left out of the description on the ballot, which instead emphasized light rail and the northwest rail corridor. RTD representatives have told me that the problem with light rail on US36 is the steep grade at Davidson (Marshall) Mesa. Swiss engineers would easily use an alternative cog system there, or traverse the slope as skiers do, or use the old coal-train grade on the south side of Marshall Road. RTD's environmental impact statements are extremely short sighted. Our nation's supply of oil will be fully depleted in 10 to 20 years. Prices will skyrocket soon. Biodiesel gives much less miles per gallon than regular diesel and produces more CO2 per mile than diesel. Farmers producing biodiesel use more gallons of old-type diesel than gallons of biodiesel they manufacture. With global warming we have an obligation to look to clean (non-CO2 producing) electric sources. The RTD goals (and national directions for the environmental needs) should be to make incremental changes in the area transportation system that can be converted to full electric as soon as possible.</p>	<p><b>Response to Comment #72-1:</b> See response to Comment #71-1.</p> <p><b>Response to Comment #72-2:</b> See response to Comment #71-1.</p> <p><b>Response to Comment #72-3:</b> See response to Comment #71-1.</p>




Commenter	Comment	Response to Comment
<p>Kay Castillo Comment #73</p>	<p><i>Kay Castillo / also submitted via email</i></p> <p>Dec. 1998 FHWA issued order 6640.23 Action to address environmental justice that requires FHWA to implement USDOT order 5610.2 and incorporate environmental justice principles into FHWA programs, policies and activities to minority and low-income families.</p> <p>3 Fundamental Key objectives stated in EO 12898:</p> <ol style="list-style-type: none"> <li>1. Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic.</li> <li>2. Ensure full and fair participation by all potentially affected.</li> <li>3. Prevent the denial of, reduction in or significant delay in receipt of benefits of the project.</li> </ol> <p>US36 Corridor Draft Environmental Impact Statement page 4.6-1</p> <p>I do not see any action being taken for human health and environmental effect. <b>What are you going to do about those two items?</b></p> <p>Page 4.6-21 states – Walls are effective in blocking views of US 36 from single story residential property.</p> <p>This is a lie! My home has line of site to US36 east and west and US287 north and south. In other words, I can see <u>all</u> traffic from my kitchen and bedroom in my single story home, for both highways. <i>NOBODY</i> can see unacceptable views <u>also!</u></p> <p><b>What are you going to do to address this problem NOW and for the future?</b></p> <p>Page 4.6-21 talks about noise but does not give an acceptable noise level of the project before, during or after. The noise and air pollution level is unacceptable now. <b>How can one live for a year or two or three during construction with the noise and pollution? Let alone the rest of your life with noise and pollution that is going to escalate?</b> I see nothing that addresses the air pollution. <b>What are you doing for air pollution?</b></p>	<p><b>Response to Comment #73-1:</b> As part of the Combined Alternative Package (Preferred Alternative), impacts to minority and low-income communities would be reduced as compared to Package 2 and Package 4. CDOT understands your concern over potential negative impacts to your health and will continuously work, through the final design stages, to minimize those effects to the extent possible. Please see the General human health response in the Clarification and Detail for Common Comments section of this volume in regards to your comment about human health.</p>
<p>Comment #73-1</p>	<p><b>Response to Comment #73-2:</b> Walls would be effective at blocking the majority of the views of US 36; however, depending on the topography of the area, walls would not prevent all views of the highway. A Type II mitigation program is available through CDOT for existing noise considerations. However, this program does not currently have a dedicated funding source. General roadway vibration analysis is not typically a component of an EIS. However, an analysis of vibration impacts from buses is included in Section 4.13, Noise.</p>	<p><b>Response to Comment #73-3:</b> For additional information on permanent and temporary noise impacts, see Section 4.13. Also, see the general human health response in the Clarification and Detail for Common Comments section of this volume.</p>
<p>Comment #73-2</p>	<p><b>Response to Comment #73-4:</b> See the general human health response in the Clarification and Detail for Common Comments section of this volume for information about air quality during construction. Regardless of the alternatives, regional emissions are projected to decline markedly</p>	<p><b>Response to Comment #73-4:</b> See the general human health response in the Clarification and Detail for Common Comments section of this volume for information about air quality during construction. Regardless of the alternatives, regional emissions are projected to decline markedly</p>

Commenter	Comment	Response to Comment
		<p>in the future due to more stringent emission controls on vehicles. In addition, the build packages would benefit the regional transportation system with negligible emission increases of criteria pollutants and air toxics compared to the No Action Package. Temporary construction emissions will be mitigated following applicable regulations. Therefore, significant air quality impacts are not expected for the project operation and construction. See Section 4.12, Air Quality, for more detailed information.</p>

Commenter	Comment	Response to Comment
<p>Comment #73-5</p>  <p>Comment #73-6</p>	<p>Page 4.6-27 States there will be 172 residents that require relocation. <b>What are the addresses of the 172 residents that will require relocation?</b></p> <p>My property value will be reduced to half it's worth if there is a wall 2 feet from my property line! This home was built before there was ever US36! <b>What will you do about the reduction in my property value?</b></p> <p>I would like a personal answer to each of these questions.</p>	<p><b>Response to Comment #73-5:</b>                      The ROW acquisition and relocation impacts have been reduced with the Combined Alternative Package (Preferred Alternative). See Section 4.4, Right-of-Way and Relocations, for more information. Locations of properties that would require full and property acquisitions are shown in Appendix A, Corridor Reference Maps.</p> <p><b>Response to Comment #73-6:</b>                      CDOT acknowledges that noise walls may have some effect on property values; however, many factors, including landscaping, the condition of a home, amenities, etc., are considered when calculating property value in addition to proximity to roadways and/or noise walls.</p>

Commenter	Comment	Response to Comment
Kay Castillo Comment #74 Comment #74-1	 <p>A few further questions and comments since going to the meeting on Aug. 29. Both packages need improvements or some combination of the two. Also, every business along the US36 corridor should be accessible from either the general-purpose lanes or from express or HOV lanes. When will physical project start and when will it finish? Where will the sound barrier walls actually be? Your pictures show the sound barrier walls going thru the middle of an intersection so, that can't be right. Where will the sound barriers start at all intersections and where will they end at the next intersection? What is the actual height of all sound barrier walls? Will the barrier walls start at 20 feet high and decrease to 4 feet high like they do now? Any wall less than 40 feet in height is unacceptable. Where is the study of vibration from the noise? Where is the study of echoing from traffic noise? Will sound barrier walls be built and in place before any highway construction? When utilities are re-located, how long will people be without water, electricity, gas, sewer and communication? Where is the study on human health? Isn't a human being more important than, owls and mice? Where are the trees and grass? Where is any landscaping? I did not see anything in either plan for any vegetation? There is nothing in either plan that addresses any lessening of air pollution. Won't trees help curb air pollution, help curb exhaust and rubber particles from the air? What type of pavement will be used? Isn't there a pavement that isn't as noisy as the pavement currently being used? Has a study been done on types of pavement? Get real, does there really need to be a bicycle path? Isn't that just a total luxury? How many people will really utilize a bicycle path, especially every day of every month of a year? Has a study been done on the usage of this bicycle path? Can you picture December, January, February, March, and April, during the snowy and freezing months of this state, people on a bicycle path? Is the state, county or city going to plow a bicycle path in winter? Who will use the bicycle path when it's 90 or 100 degrees in June, July and August? Who's going to ride on a bicycle path huffing and puffing exhaust fumes? Is a bicycle path really cost effective? No one said where the parks, wetlands, etc. would be re-located to, so where exactly are these parks etc going to be re-located at? What are the plans in order of how US36 will be reconstructed? What are the plans for alternate routes during construction?</p>	<p><b>Response to Comment #74-1:</b>                      The Preferred Alternative proposes a buffer-separated managed lane in each direction with access between each interchange. As US 36 is a limited access facility, adjacent properties do not have direct access to the roadway. Nearby businesses can be accessed by exiting the roadway and using the local street system. Please see the general Combined Alternative Package (Preferred Alternative) response for more details.</p>
Comment #74-2		<p><b>Response to Comment #74-2:</b>                      The project will likely be broken into phases and constructed as funding is identified. See Chapter 8, Phased Project Implementation, for more detailed information.</p>
Comment #74-3		<p><b>Response to Comment #74-3:</b>                      The locations of proposed sound walls are documented in Appendix C of the <i>Highway Noise Analysis Report Technical Addendum</i>. The sound walls would start and stop prior to intersections/interchanges to avoid impacts to the intersections/interchanges. In general, they would range between 10 and 15 feet high (see the <i>Highway Noise Analysis Report Technical Addendum</i> for additional information on sound walls). Walls between 10 and 15 feet high were determined to meet the cost-effective criteria; 40-foot high sound walls would not meet the cost-effective criteria, and therefore, are not recommended as mitigation. A general roadway vibration analysis is not typically included in an EIS. However, an analysis of vibration impacts from buses is included in Section 4.13, Noise. Sound walls would be constructed at the time of project funding and qualifying disturbance (adding capacity) at those locations.</p>
Comment #74-4 Comment #74-5 Comment #74-6		<p><b>Response to Comment #74-4:</b>                      Attempts will be made to avoid loss of service when utilities are relocated. However, there may be temporary loss of service in some locations. Residents would be notified prior to the loss of service and efforts would be made to minimize this inconvenience.</p>
Comment #74-7		<p><b>Response to Comment #74-5:</b>                      CDOT understands your concern over potential negative impacts to your health and will continuously work, through the final design stages, to minimize those effects to the extent possible. See general human health response. In addition, CDOT revegetates all disturbed areas to prevent erosion in accordance with best management practices.</p>
Comment #74-8		
Comment #74-9		
Comment #74-10		
Comment #74-11		

Commenter	Comment	Response to Comment
<p>Jennifer Cherington Comment #75</p> <p>Comment #75-1</p> 	<p>I live on the south end of Moorhead. While I'm thrilled there is a plan for a wall or noise mitigation for the north end I'm very disappointed the south end will remain as is. We need protection just as much as the north end. Thank you for your time.</p>	<p><b>Response to Comment #74-6:</b> CDOT will seed all new and disturbed areas adjacent to the highway with native grass; this BMP prevents erosion of surfaces within CDOT ROW.</p> <p><b>Response to Comment #74-7:</b> See response to Comment #73-4.</p> <p><b>Response to Comment #74-8:</b> For information on alternative "quiet" pavements, see response to Comment #48-1.</p> <p><b>Response to Comment #74-9:</b> See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #74-10:</b> See Section 4.9, Parks and Open Space. Specifically, Table 4.9-5, Impacts to Park and Open Space Resources – Combined Alternative Package (Preferred Alternative), lists mitigation measures for parks and open space. See Section 4.21, Wetlands and Other Waters, for mitigation measures to impacts for wetlands and other waters. The Section 404 permit, which approves impacts to wetlands controlled by the USACE, contains a conceptual mitigation plan. The permit is being submitted in conjunction with the EIS. Detailed mitigation plans, including specifics about wetland restoration or banking, will be developed during the final design of each phase of the US 36 project.</p> <p>For project phasing information, see Chapter 8, for more details.</p> <p><b>Response to Comment #74-11:</b> For detours during construction, see Section 4.22, Construction-Related Impacts.</p> <p><b>Response to Comment #75-1:</b> As stated on page 4.13-1 and shown on Figure 4.13-5, Residential and Major Park Highway Noise Impact Locations, of the DEIS, the south end of Moorhead Avenue will be receiving noise walls. Per CDOT policy, noise impacts are mitigated up to 500 feet past the limit of construction. Therefore, there will be no noise mitigation beyond 500 feet north of Foothills Parkway along Moorhead Avenue. Also see response to Comment #16-16.</p>

Commenter	Comment	Response to Comment
<p>Krisit Cuthbert Comment #76 Comment #76-1</p>	<p>I support a sound barrier wall from Baseline to Table Mesa. Please include south AND north Martin Acres. We are homeowners and live a little closer to Broadway but still hear a LOT of traffic on 36. It is a constant hum and very bad during rush hours.</p>	<p><b>Response to Comment #76-1:</b> According to CDOT policy, noise impacts are mitigated up to 500 feet past the limit of construction. Therefore, there will be no noise mitigation beyond 500 feet north of Foothills Parkway. Additional information on predicted noise receptors and determination of impacts can be found in Section 4.13, Noise.</p>
<p>Malcolm and Karen Daly Comment #77 Comment #77-1</p>	<p>I live in Fraiser Meadows and feel that a sound wall in combination with a reduction in speed limit between Table Mesa/South Boulder Road and Baseline ought to be required during this construction. The speed limit is too high along this stretch of highway and needs to be dropped to 55mph. The sound wall would be extremely helpful in reducing the noise in our neighborhoods.</p>	<p><b>Response to Comment #77-1:</b> See response to Comment #16-16 for information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17.</p>
<p>Keith Dameron Comment #78 Comment #78-1 Comment #78-2</p>	<p>I like package 4 as it would save \$299 million dollars according to you executive summary. Also, it would appear that transit connections would work better without the toll lanes...? Have you identified a funding source for building this project? Last I heard, CDOT is several billion dollars short of having enough money to maintain existing bridges and highways, let alone finance new ones. What is CDOT proposing to raise the money for this? What percentage of the cost of this project will be paid for by local governments? Thanks in advance for any info you can provide.</p>	<p><b>Response to Comment #78-1:</b> Comment noted. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.  <b>Response to Comment #78-2:</b> See the general funding response in the Clarification and Detail for Common Comments section of this volume</p>
<p>Audrey DeBarros Comment #79 Comment #79-1</p>	<p>Comment made at the US 36 Commuting Solutions meeting: Upset because BRT service all the way into Boulder may not be included, as promised in the FasTracks plan.</p>	<p><b>Response to Comment #79-1:</b> Comment noted. See response to Comment #16-9.</p>
<p>Kristin Delcamp Comment #80 Comment #80-1</p>	<p>I want to thank you in advance for your careful consideration of mass public transit for the Metro area. I work for Habitat for Humanity of Metro Denver, and although it should be noted that this is not an official comment from the organization, my experience there has demonstrated how much added mass transit could assist low-income people in the Metro area. On a personal level, I am committed to reducing my own environmental emissions, and so am looking forward to more public transit in the future. Having lived in Boston for a few years I was thrilled with their bus and rail system, and am looking forward to the day when Denver's metro area also has such an enlightened public transit infrastructure. My decision to move back to Denver (where I grew up) was almost scrapped because of this metro area's archaic car-based commuter system. Proposed light rail and added bus infrastructure would make Denver a truly world-class to live.</p>	<p><b>Response to Comment #80-1:</b> Comment noted.</p>
<p>Tom Denfeld Comment #81 Comment #81-1</p>	<p>I have lived along US 36 since 1968. When we moved there, the speed limit was 40. When the median was put down, the middle speed limit was 40. We hardly knew there was a car on the road. Now, at 65, we can not even hear each other talk in our own back yard. People are not doing 65, some are going 85. Noise cement walls bounce road noise 2 or 3 blocks away where people never heard it before. Driving interstates across the country speed limits go to 55 in residential areas. Please drop the speed limit to 50 and enforce it.</p>	<p><b>Response to Comment #81-1:</b> For information on speed reduction, see response to Comment #25-17.</p>

Commenter	Comment	Response to Comment
<p>Michael Deragjisch Comment #82 Comment #82-1</p>	<p>I am STRONGLY in favor of noise reduction barriers. Tall (15 feet or higher) the best, along the portion of U.S. 36 between Table Mesa and Baseline drive. Additionally I support lowering the speed limit on this section to a MAXIMUM of 55 MPH. (slower would be better)</p>	<p><b>Response to Comment #82-1:</b> See response to Comment #16-16 for information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17.</p>
<p>Vince Dermont Comment #83 Comment #83-1</p>	<p>I feel as though package 1 would be in the best interest of me and our local community because of the significant amount of NOISE, vibration and pollution from the increase in vehicles. Package 1 would also help decrease the amount of vehicles on this corridor; it doesn't need to more cars. I also feel as though the Home Developers should also have to burden some of these expenses, because with all the houses come all the cars. Where is their responsibility in this solution. Maybe a surcharge on all new home developments would help offset some expense. If you can put a toll on the use of the roadway so why cant you put a toll on all new home developments. Mass Transit is the only logical answer: I don't want that Highway any closer to my House, where it's at is just fine. Vince Dermont</p>	<p><b>Response to Comment #83-1:</b> Comment noted. A package of improvements that combines elements of Package 2 and Package 4 and that has fewer impacts than either of those packages was identified as the Preferred Alternative. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, for additional details. Additionally, CDOT and RTD do not have authority over property tax or land use development. See your local city and county officials concerning potential development taxes.</p>
<p>Steve Dickey Comment #84 Comment #84-1</p>	<p>Go for it ... get it done as soon as possible. Commuter Rail with adequate park and ride will give significant relief ... just look at the Washington - NYC - Boston corridor. More lanes to accommodate growing population ... rail and Bus/HOV will not keep up by themselves. BUS/HOV represents the "third leg of the stool". A balance of all three (and the associated costs) are justified to keep the Boulder - Denver corridor viable for growth. One last point: don't let this go the way of the NW parkway ... if you let a private group set a high price, the volume needed on these new conduits won't happen. Thanks.</p>	<p><b>Response to Comment #84-1:</b> Comment noted.</p>
<p>Katrina Doumbia Comment #85 Comment #85-1</p>	<p>Please extend the sound-mitigation wall along the entire length of the Moorhead US36 interface. It's counter-intuitive not to, since there is the same sound impact along the entire length between Table Mesa and Baseline.</p>	<p><b>Response to Comment #85-1:</b> See response to Comment #16-16.</p>
<p>Dave Fowler Comment #86 Comment #86-1</p>	<p>Package 2 is insane, Package 4 is better. Package 2 is against the general public, does not account for growth, and let alone the current congestion. Favors the rich. Package 4 at least allows some growth, eliminates some congestion.</p>	<p><b>Response to Comment #86-1:</b> Comment noted. A combination of Package 2 and Package 4, referred to as the Combined Alternative Package (Preferred Alternative), has been chosen as the Preferred Alternative. See the general Combined Alternative Package (Preferred Alternative) response and the general funding response in the Clarification and Detail for Common Comments section of this volume.</p>

Commenter	Comment	Response to Comment
<p>Dave Fowler Comment #87</p> <p>Comment #87-1</p>	<p>We are concerned residents of Unincorporated Adams County. Looking through your draft that came out 8/3/07 regarding the plans of US 36 Corridor Project, it does not appear that our home will be purchased. Due to the impact that we will be experiencing is not reasonable to live our home from being purchased. Listed below are some of the impacts that we will be experiencing: -Increased highway noise - Pollution and vibration -Impacts to health -Negative impact on property value - Negative view -Physical and emotional stress</p>	<p><b>Response to Comment #87-1:</b>                      CDOT understands your concern over potential negative impacts to your health and will continuously work, through the final design stages to minimize those effects to the extent possible. See general human health response in the Clarification and Detail for Common Comments section of this volume. A variety of factors influence property value. While increased noise can have a negative effect on property value, access to a transportation facility can have a positive influence. CDOT will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to ensure fair and equitable treatment of property owners. CDOT will continue to communicate with property owners throughout the project.</p> <p>Additionally, the new Combined Alternative Package (Preferred Alternative) generally has a narrower footprint than Package 2 or Package 4. See the general Combined Alternative (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more details. See also the corridor reference maps in Appendix A, Corridor Reference Maps, for a depiction of properties that would need to be acquired.</p>
<p>Susan Marie Frontczak Comment #88</p> <p>Comment #88-1</p>	<p>I write to urge you to build a sound wall the entire length of Hwy 36 between Table Mesa and Baseline. Your own data in the draft EIS for US 36 show sound levels on Highway 36 adjacent to Moorehead Ave as one of the worst in the corridor. You give documented proof that the sound levels of 36 are already above the 71 dB threshold for needing mitigation. Noise will only get worse with the new development plans in the works. As a home owner in Martin Acres who constantly hears US 36, please don't stop at half-measures, going only from Table Mesa to the Bear Creek underpass! Build a complete noise barrier. Thank you!</p>	<p><b>Response to Comment #88-1:</b>                      See response to Comment #16-16 for information on the location of sound walls in this area.</p>




Commenter	Comment	Response to Comment
<p>Harlen Garcia                      Comment #89                      Comment #89-1                      Comment #89-2                      Comment #89-3</p>	<p>I feel after attending the meeting on 8-2907, that you are more concerned about mice, owls, flowers, and wetlands than you are about the families you are displacing. Graphs addressing everything but "human endangered species." Your plan in my neighborhood to demolish 10 homes and leave the remaining 5 to suffer all the repercussions to our health and financial well being is totally unacceptable. We feel the meetings have become redundant. I am opposed to all packages; all it is serving is big business and the wealthy.</p>	<p><b>Response to Comment #89-1:</b>                      CDOT understands your concern over potential negative impacts to your health and will continuously work, through the final design stages, to minimize those effects to the extent possible. See the general human health response in the Clarification and Detail for Common Comments section of this volume. A variety of factors influence property value. While increased noise can have a negative effect on property value, access to a transportation facility can have a positive influence. CDOT will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to ensure fair and equitable treatment of property owners. CDOT will continue to communicate with property owners throughout the project.</p> <p>Additionally, the new Combined Alternative Package (Preferred Alternative) generally has a narrower footprint than Package 2 or Package 4. See the general Combined Alternative (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more detail.</p> <p><b>Response to Comment #89-2:</b>                      Comment noted. CDOT attempts to present changes to the proposed project at public meetings and welcomes any ideas on how to better present the information.</p> <p><b>Response to Comment #89-3:</b>                      Comment noted.</p>

Commenter	Comment	Response to Comment
<p>Sharon Garcia Comment #90</p> <p>Comment #90-1</p>	<p>One house in the neighborhood went into foreclosure and now it is impossible to sell our house with the threat of acquisition - our property is being impacted now. The homes that are left behind, not acquired, will be worse off. We live in a community that is separate from the Pearl Mack Neighborhood it is a community of 15 homes and we bought the house because it is farther from the noise wall. We need to be compensated for this impact and get more than what is being offered - which is nothing. There is a group of 5 in this neighborhood that are sticking together to fight this: we are impacted by the fact that this hanging over our heads - paid 200k for our house and everything we saved for is in this house..</p>	<p><b>Response to Comment #90-1:</b></p> <p>CDOT understands your concern over potential negative impacts to your property value and will continuously work, through the final design stages, to minimize those effects to the extent possible. However, it is CDOT policy to compensate only those landowners who will have their property fully or partially acquired. CDOT will fully comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to ensure fair and equitable treatment of property owners. CDOT will continue to communicate with property owners throughout the project. Additionally, the new Combined Alternative Package (Preferred Alternative) generally has a narrower footprint than Package 2 or Package 4. See the general Combined Alternative (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, for more details.</p>

Commenter	Comment	Response to Comment
<p>Sharon Garcia Comment #91</p>	<p>PART I: I want to begin by telling you that our address in your database is incorrect - it is 2274 Kristal Way not 2271 Kristal Way. As homeowners along US 36 we are very concerned about the prospect of having construction done on this highway. We have already been impacted severely by just the possibility. Our lives have been impacted in a very negative way. We feel that our homes have already been devalued tremendously due to the fact that we must disclose to prospective buyers the possibility that highway 36 improvements may take place in the future. That is very unfair to us as homeowners when you don't even have the funding set in place. We believe we shouldn't be undergoing all of the stress, fatigue, unhappiness and worry that has been created by the "possibility" that Highway 36 may be undergoing improvements. We feel we can't even move forward in our lives by investing any further monies in our homes for improvements due to the uncertainty. We feel that even before anything has even gotten started with the construction our health, quality of life and financial situation have been jeopardized. It is like living with a terminal illness wondering when/if this project will take place and what will be the cost/impact once that day comes. It is really shameful how negligent you have been in addressing our concerns/needs. Our homes in Kristal Subdivision are ONLY 8 years old! We feel that the investment we made just 8 years ago has gone down the tubes. That in plain English is NOT FAIR. Then there is talk that you may be taking 10 homes rather than all 15 that are in the subdivision. When we purchased our home we bought on the south side of the street so that we would be further away from US 36. Now the proposal is to place the remaining 5 homes next to the highway. I can only stress again what a negative impact this is on our lives both medically and financially. What do you plan to do to compensate those left behind? We already fear for our health at the present time with all of our worries but what will become of our health once the work begins. We will be subjected to so much noise and air pollution - we will experience double hazards because of the construction on the highway and the demolition of homes that will be taking place to allow for the expansion. We were living here when the last work was done on Hwy 36. The noise dust and vibration of equipment were almost intolerable.</p> <p>PART II Not only do we feel that our health is jeopardized but the stability of our home is jeopardized as well due to all of the heavy equipment that will be used in the process. We feel that living here while the work is being done would be very detrimental to our well-being. We feel that our lives have already been compromised and there needs to be some answers for us and not a lot of double talk. The financial and medical impact on our lives must be addressed and acknowledged.</p>	<p><b>Response to Comment #91-1:</b> See responses to Comments #33-1 through #33-3.</p>

Commenter	Comment	Response to Comment
<p>Sharon Garcia Comment #92 Comment #92-1</p>	<p>I want you to know that following the meeting on 8-29-07, I felt very insulted by the graphs and insensitive discussion. One thing I did learn is that you are more concerned about mice, owls, orchids, etc. so called endangered species, as well as wetlands than you are about us human beings in the path of your expansion project. Our lives are in turmoil and nobody cares. I don't like any of the proposals.</p>	<p><b>Response to Comment #92-1:</b> CDOT understands your concern over potential negative impacts to your health and will continuously work, through the final design stages, to minimize those effects to the extent possible. See the general human health response. A variety of factors influence property value. While increased noise can have a negative effect on property value, access to a transportation facility can have a positive influence. Additionally, the new Combined Alternative Package (Preferred Alternative) generally has a narrower footprint than Package 2 or Package 4. See the general Combined Alternative (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more details.</p>
<p>Paul Gibb Comment #93 Comment #93-1</p>	<p>The voters voted for rail, not for bus/HOV lanes. Options 2 and 4 completely disregard the public's intentions and will be regretted for years to come. RTD is being extremely short-sighted if it lets the idea of federal highway money send it down the dead-end detour of bus/HOV lanes. Littleton, the Denver Tech Center, and now Lakewood and Golden will enjoy rail while Boulder County undoubtedly end up sticking with stinky old inefficient buses. What a raw deal! Get a clue, RTD!</p>	<p><b>Response to Comment #93-1:</b> The <i>FasTracks Plan</i> (dated April 22, 2004) that the voters approved included 18 miles of BRT/HOV lanes along US 36, in addition to a 38.1-mile commuter rail line between Denver Union Station and Longmont. The commuter rail line is part of the No Action Package and is assumed to be built in all packages.</p>
<p>Maryruth Golon Comment #94 Comment #94-1</p>	<p>Maryruth Golon commented that the original agreement created when US 36 was first built mentions that tolling would never again take place on US 36 once it was initially paid for via the original tolling plan which was implemented. She requests that the original US 36 agreement be provided at the US 36 DEIS public hearings.</p>	<p><b>Response to Comment #94-1:</b> The Combined Alternative Package (Preferred Alternative) includes the existing general-purpose lanes and the addition of one managed lane in each direction. The managed lanes would be free to HOVs and buses, but extra capacity in the lanes would be available for use by SOVs that pay a toll. All highway users would continue to have the choice to use the free lanes. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, as well as the description of the Combined Alternative Package in Section 2.6, Package Descriptions.</p>

Commenter	Comment	Response to Comment
<p>Maryruth Golon                      Comment #95                      Comment #95-1</p> 	<p>I would like to see the fly over at 112th not happen. The Broomfield Event Center will be dumping their traffic on to 112th going through Westminster. What happened to the fly over to 116th Ave and the bus station there. Broomfield needs to manage the traffic they cause!</p>	<p><b>Response to Comment #95-1:</b>                      There are no flyovers proposed at 112<sup>th</sup> Avenue in the Combined Alternative Package (Preferred Alternative). If flyovers become part of the Preferred Alternative, additional analysis will be conducted.</p>

Commenter	Comment	Response to Comment
<p>Doug Grinbergs Comment #96 Comment #96-1</p>	<p>Greetings, I looked all over (US36 project handouts and web) trying to find an email address for US36 DEIS comments and couldn't find such, so I took an educated guess at comments@us36eis.com; it hasn't bounced, but, just in case, I thought I should forward my comments here to make sure they got through. (For a number of reasons, I dislike using web forms.) Unless I hear from you otherwise, I'll assume that at least this submission will get to the right place, and in a timely fashion. Thanks. US36 DEIS comments</p> <ul style="list-style-type: none"> <li>-US36 is a corridor of</li> <li>-noise pollution</li> <li>-air pollution</li> <li>- at night, glare, light pollution, light trespass</li> <li>-in places, eyesore of roadside trash, litter</li> <li>- If the government is going to blow \$2+ billion of our taxpayer funds, it needs to do a (heck of a) lot more to address various community concerns</li> <li>-soundscape/noise pollution concerns</li> <li>-highway noise carries for a great distance, impacts adjacent open space, noise also audible at considerable distances from highway -the implication that the only noise concern in the 18-mile area that deserves/needs to be addressed is 66 dB levels for 126 residences is nothing less preposterous</li> <li>-you would be remiss to ignore the number of people who have raised concerns about noise: I'd bet it's a "heck" of a "tot" more than 126 households</li> <li>-need to address user experience, not hide behind some goofy artificial, sterile, clinical models/contours that don't really prove much, if anything</li> <li>- noise concerns partly about noise above relatively low natural sound levels</li> <li>- noise concerns also about the quality, maybe not so much the quantity, of noise</li> <li>-tremendous noise, low-frequency rumble of buses</li> <li>- anytime any sort of bus routing or additional frequency is considered, the noise issue always comes up</li> <li>- some motorcycles and some other high-noise vehicles with energy concentrated at one certain pitch for increased notice, annoyance</li> <li>-reflective surfaces, reverb and decay times from road, walls, dividers</li> <li>- ultimately, it's all about hearing, listening, experiencing. SPL meters don't help at all in this regard</li> <li>-project should incorporate work like the Silence of the Lands/ Community Soundscapes (CU Boulder/ATLAS/CBMPOS, et al. - thesilence.org) sound mapping</li> <li>- and then provide remedies for demonstrable improvement/relief</li> <li>-reduce noise at the source, e.g. porous pavement</li> <li>- government should be learning what it can about reducing road noise from Purdue and Penn State's Institute for Safe, Quiet and Durable Highways</li> <li>-I continue to wonder why traffic people use hard, reflective</li> </ul>	<p><b>Response to Comment #96-1:</b> Comment was received.</p> <p><b>Response to Comment #96-2:</b> Comment noted. You are correct that noise is an important topic for many of the stakeholders that live along the US 36 corridor. See response to Comment #49-1 and Comment #65-1.</p>

Commenter	Comment	Response to Comment
Comment #96-2 (cont.)		
Comment #96-3	<ul style="list-style-type: none"> <li>- rather than soft, absorptive - materials for noise walls</li> <li>- reduce trash, litter impacts</li> </ul>	
Comment #96-4	<ul style="list-style-type: none"> <li>-expanding highways: "build it and they will come"; for billions, are we buying 4-, 6-, or 8-lane congestion?</li> <li>-alternative Denver/Boulder bike route away from noise, unhealthy vehicle exhaust, dangerous high-speed traffic, broken glass and other hazards</li> </ul>	
Comment #96-5	<ul style="list-style-type: none"> <li>-energy impacts: turn off, or dim lights at low-traffic times</li> </ul>	
Comment #96-6	<ul style="list-style-type: none"> <li>- preserve views - sunsets, night sky</li> </ul>	
Comment #96-7	<ul style="list-style-type: none"> <li>- reduce wildlife road-crossing deaths</li> </ul>	
Comment #96-8	<ul style="list-style-type: none"> <li>- environmental impact of raw materials for road-building: recycled road surface materials, e.g. roof shingles? from local sources? shinglerecycling.org</li> <li>- how might we better use \$2+ billion?</li> </ul>	
Comment #96-9	<ul style="list-style-type: none"> <li>- comment process</li> <li>- no staff emails listed, e.g. Executive Summary pp ES-20</li> <li>- no comment submission email address listed in any documents I've seen</li> <li>- no apparent mechanism to submit PDF or other soft copy</li> <li>- web form</li> <li>- 2560-character limit seems artificial and silly</li> <li>- no option to get a copy of submission (as proof of Submission - why no use of technologies like 3D visualisation? - Google Earth - SketchUp saule@pobox.com</li> <li>* PO Box 17455 * Boulder, CO 80308 USA *</li> </ul>	<p><b>Response to Comment #96-3:</b> The proposed expansion of US 36 capacity for vehicles is expected to improve conditions for regional travelers that use it; but also to attract some regional traffic that would otherwise use local arterials. For the most part, US 36 would be less congested in 2035 with the proposed improvements than without them. Overall, expanding US 36 is cheaper, more effective, and would have less impact than expanding local arterials to meet future travel demand. Regional travel forecasts recognize that additional capacity results in additional vehicle-miles of travel. This tendency is reflected in Figure 3.4-7, US 36 Daily Vehicle Miles Traveled, Vehicle Hours Traveled, and Average Speed (Year 2030), in the DEIS.</p> <p><b>Response to Comment #96-4:</b> As part of the Combined Alternative Package (Preferred Alternative) process, the US 36 bikeway alignment was selected in this section because it better serves the transportation goals of the project. Efforts to further minimize the impact of the US 36 adjacent alignment will be incorporated through the final design process.</p> <p>The final design of the bikeway will be done in accordance with CDOT bikeway design standards and AASHTO guidelines for bikeways. These design standards address appropriate distance from adjacent roadways. Where space allows, a natural earth-berm separation will be used between the highway and the bikeway. In areas where there is not enough width to accommodate a berm and the bikeway must be located closer to the highway, barrier-separation will be used to provide a safe operating environment for bikeway users and highway users.</p> <p><b>Response to Comment #96-5:</b> CDOT provides roadway lighting for safety on state highways. Dimming of roadway lights is not allowed for safety reasons.</p> <p><b>Response to Comment #96-6:</b> Section 4.11, Visual and Aesthetic Resources, provides a detailed analysis of the visual impacts that would occur from the US 36 project. To preserve views of the night sky, the project will adhere to the mitigation commitments regarding transit station and roadway lighting listed in Table 4.11-7, Mitigation Measures – Visual and Aesthetic Resources.</p>

Commenter	Comment	Response to Comment
<p>Stanley Anton Gronek Comment #97 Comment #97-1</p>	<p>The existing HOV lanes from Westminster to downtown Denver does work for rush hour bus traffic. Most important development needs to be the off/on ramps for buses to pickup/dropoff passengers.</p>	<p><b>Response to Comment #96-7:</b> Wildlife impacts have been carefully considered. Efforts are made to minimize the impacts to wildlife movement, especially mammals, reptiles, and amphibians. At several locations, creeks along the US 36 corridor have bridges or large bottomless culverts (three-sided with a natural substrate) which provide relatively good passage under the highway. In addition, smaller ditches provide box culverts which are spaced at frequent intervals, and therefore, also provide relatively good opportunities for passage by small and medium-sized animals during periods of no- or low-flow.</p> <p><b>Response to Comment #96-8:</b> See Section 4.25, Irreversible and Irrecoverable Commitment of Resources, for a discussion of the use and reuse of materials for the project.</p> <p><b>Response to Comment #96-9:</b> The US 36 DEIS comment period was from August 3, 2007 to September 17, 2007. Opportunities to comment included: submitting a comment through the project website (<a href="http://www.us36eis.com">www.us36eis.com</a>); by phone at 720-407-4713; in writing/by mail to US 36 Mobility Partnership c/o CDR Associates, 100 Arapahoe Avenue, Suite 12, Boulder, CO 80302; or in writing on comment forms or verbally (recorded by a professional stenographer) at the US 36 Public Hearings (August 29, 2007 in Westminster; August 30, 2007 in Broomfield; and September 6, 2007 in Boulder). The information listed was communicated to the public through the August 2007 newsletter, which was mailed and e-mailed to members of the public listed on the US 36 contact list. Additionally, advertisements communicating this information to the public were placed in the <i>Boulder Daily Camera</i>, the <i>Colorado Daily</i>, the <i>Broomfield Enterprise</i>, and the <i>Westminster Window</i> newspapers.</p> <p>Although the web-form to submit a comment had a 2,560 character limit, multiple forms could be used for comments exceeding the limit, or comments could be submitted using methods listed in the above paragraph.</p> <p><b>Response to Comment #97-1:</b> These ramp connections to BRT stations are a part of the Combined Alternative Package (Preferred Alternative). See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions.</p>




Commenter	Comment	Response to Comment
<p>Frank Hage Comment #98</p> <p>Comment #98-1</p>	<p>I think that the proposal for sound mitigation between Table Mesa and Baseline in Boulder contains an error. The correct logical geographic point for terminating sound mitigation on the west side is Baseline, not Bear Creek. Baseline is the logical geographic end point for sound mitigation because the row of residences directly backing US 36 on the west side is unbroken between Baseline and Table Mesa Dr with the exception of one lot which contains a multi-use path. The roadway is elevated above the surrounding terrain in this location, exacerbating noise impacts on the adjacent residences. There are 45 single family residences which lie approximately 100 feet from US 36 north of Bear Creek and all of them have a direct view of US 36 and are exposed to unimpeded sound from the highway. They face the same impacts from the improvements as the 57 single family residences and 2 apartment blocks south of Bear Creek along Moorehead. The Draft EIS, section 4.6 show that the current levels of sound along the US EIS 36 corridor are between 63 and 73 dBA. The 73 dBA maximum value was measured south of Bear Creek, near Baseline. Currently the plans do not include sound mitigation for this location. This is clearly a planning error. Improvements to US 36 are anticipated to increase traffic along this section of highway, thus increasing noise. The US 36 improvements will have a direct, significant, negative impact on people living in residences north of Bear Creek. It is not acceptable to leave the currently excessive and soon to be worse noise impacts unmitigated along the section of US 36, north of Bear Creek in Boulder. Federal Highway Administration, Policy and Procedure Memorandum 90-2, Noise Standards and Procedures (February 8, 1973) state that the design of highways passing through developed, residential areas must meet a noise stan [Commentors comment cut off.]</p>	<p><b>Response to Comment #98-1:</b> See response to Comment #16-16 and Section 4.13, Noise, for information on the location of sound walls in this area.</p>

Commenter	Comment	Response to Comment
<p>Kimman Harmon                      Comment #99                      Comment #99-1                      Comment #99-2                      Comment #99-3</p>	<p>I attended the meeting in Boulder on September 6th and I'm glad I did. What a shock! I don't prefer any of the plans presented, if I had to choose, I'd choose "Do Nothing"(Package 1). I don't want 36 turned into a super highway. The only thing I think we really need is a "climbing lane" eastbound out of Boulder. I don't like the idea of a raised off/on ramp for BRT, it's ugly and it'll be noisy and disruptive. You can still change the interchange into a Diamond at Table Mesa without changing everything else. I would like US36 at Table Mesa to look like Foothills Highway in that there are grassy beams with hidden walls. This is the main entrance into Boulder and I think we need to dress it up a bit with some greenery, make it feel softer, not add more concrete. If you don't do this, you will forever change the feel of Boulder in a very negative way. This is my city, not a transportation project. Please listen to the residents of Boulder. My choice is Package 1. I get my commuter rail (I really wanted Light Rail but you seem to have your head in the sand regarding ways to get up to the top of Davidson Mesa) and I don't get years of construction that won't really help in the long run. Oh, and please return the speed limit to 55mph as you crest the Davidson Mesa. Thanks and please consider my comments seriously as you go forward. Thank you for listening.</p>	<p><b>Response to Comment #99-1:</b>                      Package 1 (No Action) does not meet the project Purpose and Need. A Combined Alternative Package (Preferred Alternative) comprised of elements of Package 2 and Package 4 has been developed in response to concerns about the cost and impacts of Package 2 and Package 4. The footprint for the Combined Alternative Package (Preferred Alternative) would have fewer impacts compared to Package 2 and Package 4. A climbing lane eastbound out of Boulder is included in the Combined Alternative Package (Preferred Alternative), as is one buffer-separated managed lane in each direction. See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions, for more details.</p> <p><b>Response to Comment #99-2:</b>                      The BRT flyover Option B was not selected as part of the Combined Alternative Package (Preferred Alternative). See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.7, Resolution of Issues, for more detailed information.</p> <p><b>Response to Comment #99-3:</b>                      While earthen berms may be more visually pleasing, they require a substantial amount of undeveloped land between the highway and homes, which does not exist at any of the impacted sites along the corridor. For information on speed reduction, see response to Comment #25-17.</p>
<p>Lisa Harris                      Comment #100                      Comment #100-1</p>	<p>I recently got married and moved to my husband's home in Martin Acres from my home in Iris Hollow, near Iris and Folsom. I can tell you that despite the very central location of my home in Iris Hollow, it was vastly more livable, quiet and peaceful than like so close to US 36. From what I understand, this 65 mph speed limit between Baseline and Table Mesa is recent and an anomaly within the state as other communities mandate a 55 mph slow driving zone. A sound wall should logically be constructed from Table Mesa to Baseline Road and the speed limit lowered in this section. Our quality of life, sleep, and home values are suffering! Thank you!</p>	<p><b>Response to Comment #100-1:</b>                      See response to Comment #16-16 for more information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17.</p>

Commenter	Comment	Response to Comment
<p>Wendy Hawkins Comment #101 Comment #101-1</p>	<p>Hello, I have been living in Martin Acres since 1983. I am very concerned about the noise level coming from Highway 36. The sound of cars tires on the highway is a constant disturbance no matter what time of day or night. I live blocks away from Highway 36, but feel very strongly that this highway noise adversely affects my quality of life. I firmly believe that a sound wall is necessary between Baseline Road and Table Mesa Drive to combat this extremely aggravating problem.</p>	<p><b>Response to Comment #101-1:</b> See response to Comment #16-16 for more information on the location of sound walls in this area.</p>
<p>James Hein Comment #102 Comment #102-1</p>	<p>I think the project is a good idea. Highway needs to widen and HOV lanes added. I know our house is affected, but the city/highways need this to improve our transportation needs.</p>	<p><b>Response to Comment #102-1:</b> Comment noted. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p>
<p>Priscilla Hein Comment #103 Comment #103-1</p>	<p>First off I want to say I was at the meeting in Westminster on August 29th. I no longer live in Westminster but I have a rental property along US 36. I did like package 4 the best. Either way my property will be affected. All I ask is that you get this process going. The residents in that area are being affected because they have to disclose the fact the planned expansion of US36. And therefore are having a hard time selling the properties. I think 10 years is a little much to ask for us to wait. I know when I lived in my home over there people wouldn't even look at my house because it backs up to US36. Thanks for listening and please keep us informed of your decision as quickly as possible.</p>	<p><b>Response to Comment #103-1:</b> Comment noted. The Combined Alternative Package (Preferred Alternative) would have fewer property impacts than either Package 2 or Package 4. See Section 4.4, Right-of-Way and Relocations, for more information. Other impacts associated with the proposed improvements are noted in the FEIS. Due to limited funding availability, this project would be implemented in phases. See Chapter 8, Phased Project Implementation, for more details.</p>
<p>Sean Hiller Comment #104 Comment #104-1</p>	<p>As a small business owner I am dependent on access to my office at 287 &amp; Hwy 36. I do not support any package that limits access to or from Hwy 36 even for car pool lanes or HOT lanes.</p>	<p><b>Response to Comment #104-1:</b> Assess to US 287 from US 36 would not change. In addition to the two existing general-purpose lanes and the proposed auxiliary lanes, the Combined Alternative Package (Preferred Alternative) includes a buffer-separated managed lane in each direction with access between each interchange. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, for more detailed information.</p>

Commenter	Comment	Response to Comment
<p>Landon Hilliard                      Comment #105-1</p> <p>Comment #105-2</p> <p>Comment #105-3</p> <p>Comment #105-4</p> <p>Comment #105-5</p>	<p>I believe that neither package 2 nor 4 is acceptable in their present forms. Both take up far too much land and cost beyond a reasonable level of funding. Can a proposal be fashioned that is less expensive and displaces less green space? A general purpose lane should not be added between Boulder and Louisville. Furthermore, the full width of the roadway should be designed without the need to construct new, wider spanning bridges across US 36. Regarding the alignment of the the Bikeway, I support keeping it along the highway near Boulder rather than using Cherryvale Road. BRT proposal is excellent. Please keep the mid- highway stations in the plans. For that matter, the commuter rail is a must. In general, the packages (2 and 4) as described are far too large in cost, too extensive in road widening, and land use. I favor a package that is least damaging to the natural environment and also adequately expands the capacity of the roadway by offering 2 lanes of HOV-HOT-BRT in the meridian of the roadway between Boulder and Westminster. Thanks for accepting my comments. Good luck with the project.</p>	<p><b>Response to Comment #105-1:</b>                      Commuter rail is being considered in a separate environmental study. See response to Comment #34-6. In response to concerns about the costs and impacts associated with Package 2 and Package 4, a Combined Alternative Package (Preferred Alternative) has been proposed. The Combined Alternative Package (Preferred Alternative) would cost less and have fewer impacts than Package 2 or Package 4. The Combined Alternative Package (Preferred Alternative) proposes one managed lane in each direction. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions, for more detailed information.</p> <p><b>Response to Comment #105-2:</b>                      Many of the structures in the US 36 corridor were designed in the 1950s to accommodate the original turnpike design. The proposed US 36 improvements would require the widening of US 36. To meet design standards, the new bridges will be designed to span the proposed improvements.</p> <p><b>Response to Comment #105-3:</b>                      As part of the Combined Alternative Package (Preferred Alternative), the US 36 bikeway alignment was selected because it better serves the transportation goals of the project. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume for more information.</p> <p><b>Response to Comment #105-4:</b>                      See response to Comment #105-1.</p> <p><b>Response to Comment #105-5:</b>                      The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane with access between each interchange. The managed lane would allow buses and HOVs for no additional charge. Based on available capacity, SOVs would be allowed to utilize the lane for an additional fee. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more information.</p>

Commenter	Comment	Response to Comment
<p>Jean Paul Holloway                      Comment #106-1                      Comment #106-2                      Comment #106-3</p> 	<p>Spend money on HOV. Very much in favor of HOV lane to Boulder, but I don't like rail to Boulder because it does not go all the way to Boulder. Goes around Boulder, misses Broomfield. Not fast enough to attract commuters. Time to get to park-n-Ride, then on the train, then job. Too expensive. Should use electric buses like on 16th Street Mall.</p>	<p><b>Response to Comment #106-1:</b>                      Comment noted. The Combined Alternative Package (Preferred Alternative) proposes a buffer-separated managed lane with access between each interchange. The managed lane would allow buses and HOVs for no additional charge. Based on available capacity, SOVs would be allowed to utilize the lane for an additional fee. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more information.</p> <p><b>Response to Comment #106-2:</b>                      See response to Comment #34-5.</p> <p><b>Response to Comment #106-3:</b>                      RTD is currently testing some 16<sup>th</sup> Street Mall vehicles that are battery-powered and nine hybrid buses. RTD is committed to researching and evaluating evolving technologies and is receptive to the possibility of converting to those technologies as they become available and proven in revenue service.</p>

Commenter	Comment	Response to Comment
<p>Karen Hollweg Comment #107-1</p>	<p>Alternative packages: PACKAGE 4 should be eliminated and not considered further. NO general purpose lanes should be added. PACKAGE 1 is my preference. It could/should be enhanced with: the addition of either an HOV or an Express lane in each direction where one does not already exist primarily for Bus Rapid Transit. I do not think that it is reasonable to isolate Commuter Rail plans/planning -it ought to be part &amp; parcel of this planning process. Package elements I support: Bus Rapid Transit and some Transit Management Strategies. Issues that need to be addressed in a greater level of detail in subsequent phases of the EIS. 1. I am VERY concerned about several elements between McCaslin Blvd and Table Mesa: the water regime in the South Boulder Creek including the wet meadows and the unique flora &amp; fauna they contain must be preserved; how will the proposed structure accommodate the impact of floods? what mitigation is planned? I oppose taking Boulder City's Open Space lands for this project; I support a bike path along South Boulder Road &amp; NOT through these wet meadows; Where will the additional traffic that will be brought into Boulder go? How will existing roads need to be altered to accommodate the additional traffic? 2. For the whole project: I want to see projections telling how the number of vehicles expected to travel this route with each alternative will effect air quality (i.e. what pollution load will be generated with each alternative and the number of vehicles expected) and For how many days will the various areas NOT be in compliance with air quality standards due to the amount of pollution the additional vehicles will generate -- both during lengthy inversions and without them.</p>	<p><b>Response to Comment #107-1:</b> Comment noted. See general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p>
<p>Comment #107-2</p>		<p><b>Response to Comment #107-2:</b> See response to Comment #34-5.</p>
<p>Comment #107-3</p>		<p><b>Response to Comment #107-3:</b> Although avoidance and minimization of environmental impacts has been included in the project design, impacts to this habitat are unavoidable to meet the project Purpose and Need.</p>
<p>Comment #107-4</p>		<p>The proposed structure crossing at South Boulder Creek would perform similar to the existing bridge. The city and county of Boulder is studying the floodplain and have submitted a Letter of Map Revision (LOMR) to FEMA to modify the floodplain. The build packages for US 36 have been designed to closely match existing flooding conditions. See also response to Comment #74-10.</p>
<p>Comment #107-5</p>		<p><b>Response to Comment #107-4:</b> As part of the Combined Alternative Package (Preferred Alternative), the US 36 bikeway alignment was selected because it better serves the transportation goals of the project. Efforts to further minimize the impact of the US 36 adjacent alignment will be incorporated through the final design process. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p>
<p>Comment #107-6</p>		<p><b>Response to Comment #107-5:</b> See response to Comment #6-6.</p> <p><b>Response to Comment #107-6:</b> The air quality analysis provides a detailed analysis of the emissions that would be generated by the vehicles expected to travel the corridor.</p> <p>Only ozone exceeded the National Ambient Air Quality Standards (NAAQS) in the past few years in the Denver metropolitan area. As indicated in Section 4.12, Air Quality, criteria pollutant emissions would decrease markedly in future years compared to the existing conditions due to the addition of newer vehicles with tighter emission controls, cleaner fuels, and more stringent emission restrictions. The project is not expected to cause any new violations or worsen any existing violations of NAAQS.</p>

Commenter	Comment	Response to Comment
<p>Tim Hughes Comment #108</p> <p>Comment #108-1</p>	<p>I have attended three of the US 36 EIS meetings over the past few years, and appreciate your openness and organization in the presentations and informal exhibits. I'd like to submit a formal comment within the DEIS Federal Register 45-Day Comment Period. This comment is directed at noise mitigation. As a resident along the corridor, the noise from the highway has escalated in recent years enough to have a major impact to homes other than the 126 residences identified in the study. For those of us within site and sound distance of US36, but not within the 66db range as specified by CDOT, the roar from the highway is enough to make outdoor conversation difficult, and forget about relaxing on the deck. The noise level varies considerably due to air movement, traffic volume and speed, with early morning typically the worst due to the still air. Tire noise is the primary issue since it travels farther, creating most of the "roar" of the highway. Please consider any or all of the following proven noise mitigation methods for areas over and above the 126 residences identified: 1) Grooved pavement along the direction of travel. 2) Reduced speed limit. A 55mph speed limit makes a significant reduction. 3) Noise reducing asphalt treatment. (The current asphalt surface between Flatirons Mall and Boulder is abnormally loud. The transition is quite noticeable even from within the car while driving.) 4) Additional sound absorption berms or walls. Rather than dismissing these methods as ineffective or impractical, please attempt to quantify and present a cost/benefit analysis. US 36 noise has a huge impact on the quality of life for those of us along the corridor, and I would appreciate some additional effort to address the issue. Thank You.</p>	<p><b>Response to Comment #108-1:</b> The noise study was conducted in accordance with FHWA and CDOT noise guidelines and identified 126 impacted receptors. Although other receptors may "hear" the sound of the highway, levels are below the Noise Abatement Criteria. For information on alternative "quiet" pavements, see response to Comment #48-1. For information on speed reduction, see response to Comment #25-17. For additional information on berms, see response to Comment #14-21.</p>
<p>Pati Jacobsen Comment #109</p> <p>Comment #109-1</p>	<p>How can I find out if my parent's home at 1061 Worley Drive will be affected in the changes? They are elderly and are very worried about having to move after 48 years at this residence.</p>	<p><b>Response to Comment #109-1:</b> With the Combined Alternative Package (Preferred Alternative), it is not anticipated that the address listed would be acquired. Other impacts associated with the proposed improvements are discussed in the FEIS. Additionally, there will be opportunities to learn more about the Combined Alternative Package (Preferred Alternative) at the FEIS public hearings. Also see response to Comment #73-5.</p>
<p>Pati Jacobson Comment #110</p> <p>Comment #110-1</p>	<p>Will my parents house at be effected by any of the changes. If so, what and approximately when. They are in their upper 80s and have been in this house for 50 years and are very concerned. Thanks.</p>	<p><b>Response to Comment #110-1:</b> See response to Comment #109-1.</p>

Commenter	Comment	Response to Comment
<p>David Katz Comment #111</p> <p>Comment #111-1</p>	<p>First off, I want to give my complement for including a bikeway in both alternatives. I believe this will be a widely used facility. As to the two options for the Boulder end to the bikeway, I support the route following the highway all the way to Boulder. The Cherryvale route is more useful as a recreational path than a commuter right of way. I also think the bikeway value outweighs any additional impact it may impose. I was told at the meeting about a "bikeway tech memo". If available, I would like to request a copy.</p>	<p><b>Response to Comment #111-1:</b> As part of the Combined Alternative Package (Preferred Alternative), the US 36 bikeway alignment was selected because it better serves the transportation goals of the project. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume. A copy of the US 36 <i>Bikepath Detailed Description Technical Report Draft</i> has been sent to you.</p>
<p>Steve Kaverman Comment #112</p> <p>Comment #112-1</p> <p>Comment #112-2</p>	<p>1. Use Option B at west end terminus of BRT lane near Cherryvale. HOV terminus on I-25 at 84th Ave is an example of Option A and what NOT to do. Option A would force buses to cross 3 lanes of traffic in a short distance. 2. Engineer or preserve ROW for 88th Ave UNDER US36</p>	<p><b>Response to Comment #112-1:</b> Option A was selected for inclusion in the Combined Alternative Package (Preferred Alternative). See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.7, Resolution of Issues, for more information on the west-end design options.  Also see response to Comment #16-9 for information on bus movements in this area.  <b>Response to Comment #112-2:</b> An extension of 88<sup>th</sup> Avenue is not proposed as part of any of the build packages. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.7, for more information.</p>
<p>Comment #112-3</p> <p>Comment #112-4</p>	<p>3. Ensure Phase 2 and Phase 3 of 120th Ave flyover are constructed in close succession -- Phase 3 is under construction as Phase 2 is NEARING completion, or underway shortly after. Allowing Phase 2 to become the Bridge to No Where because Phase 3 construction is delayed for years is unacceptable. 4. The first NW Rail station in Broomfield should be 116th and Wadsworth in Original Broomfield. Area serves a greater population, is closer to 4 state highways, Artista TOD and Broomfield Event Center, and would help revitalize an older area of Broomfield. Conversely, the Flatiron Station will be forever bordered by Open Space on the north and will not serve residential areas that are nearly as dense as 116th.</p>	<p><b>Response to Comment #112-3:</b> The 120<sup>th</sup> Avenue project is not part of the US 36 improvements. It is included in the No Action Package for the US 36 EIS. Contact the CDOT Project Manager, Irena Motas at 303-398-6732 for more information on the 120<sup>th</sup> Avenue project.  <b>Response to Comment #112-4:</b> See response to Comment #34-5. The Northwest Rail Corridor Project is now being handled under a separate process. Your comment has been forwarded to RTD.</p>



Commenter	Comment	Response to Comment
<p>Chris Kluth Comment #113</p> <p>Comment #113-1</p>	<p>I am looking for some sort of time table as to when people in the path of this project will be notified and when the proposed buy-outs will take place. My Mother is at 1081 Worley Dr. and has been told her house is one of the houses in the path of this project. She is elderly and wants to sell her home to move into a retirement community. She is not able to do that due to the circumstances. I was told in May that she would receive a letter regarding this over the summer, but nothing has been sent. I would appreciate a response sometime soon.</p>	<p><b>Response to Comment #113-1:</b> With the Combined Alternative Package (Preferred Alternative), it is not anticipated that this property would be acquired. Other impacts associated with the project are noted in the FEIS. Additionally, information on impacts will be shared at the corridor-wide public hearings. Also see response to Comment #73-5.</p>
<p>Jonathan Knudtsen Comment #114</p> <p>Comment #114-1</p>	<p>Hello, I was wondering if there was a fourth alternative that made one HOT lane in each direction, as well as another general purpose lane? Or was this disqualified earlier on? Obviously HOT lanes are necessary if you want to gain at least some of the money back, but I don't think two HOT lanes in each direction is the best solution, and I think there is a need for more general purpose lanes, too. Has an alternative like this been considered?</p>	<p><b>Response to Comment #114-1:</b> Two express lanes in each direction were initially requested by the CTE, a part of CDOT responsible for implementing and operating public-tolled lanes in Colorado. Extensive analysis and feedback throughout the EIS process have led the project team to create a Combined Alternative Package (Preferred Alternative) that represents the "fourth alternative" you propose. See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions.</p>

Commenter	Comment	Response to Comment
<p>Paul Koenig                      Comment #115                      Comment #115-1</p> <p>Comment #115-2</p> <p>Comment #115-3</p> <p>Comment #115-4</p> <p>Comment #115-5</p>	<p>I do not want to see the US36 corridor be expanded for the following reasons: A) Bus Rapid Transit lanes usually follow a pattern of converting to HOV lanes, then HO/T lanes, and finally general use lanes. B) Adding more lanes has been proven to not be an effective way to move people and goods. Please see the Los Angeles experiment as an example. C) I think it is time to add a transportation option that is much faster than 55mph, safer, cleaner, quieter, and works when it snows. Every industrialized country in the world has a decent train system except for the United States. It is embarrassing. D) No where in the DEIS is there mention of future fuel availability. Many previously optimistic agencies now doubt that liquid fuels will be plentiful in the very near future. I think it is foolish to widen a highway when there may not be fuel to propel the vehicles on it. E) The current system is still well under-utilized. The last time I casually looked most vehicles only had one person in them. When all of the vehicles are filled to capacity then and only then can widening be considered. F) As a citizen that will directly be impacted by the resultant noise of any increase in traffic on US36, I will, to the fullest, oppose such expansion.</p>	<p><b>Response to Comment #115-1:</b>                      BRT lanes funded with federal dollars are required to maintain some form of priority for buses, or the local agency receiving the funding must pay the government back to convert them to general-purpose lanes. To the best knowledge of the project team, this has not occurred in the United States. Adding lanes to congested highways frequently results in very significant increases in the utility of the traveling public, by reducing the amount of time spent waiting, and by increasing the distance over which people and goods can travel in a reasonable time.</p> <p><b>Response to Comment #115-2:</b>                      See response to Comment #34-5.</p> <p><b>Response to Comment #115-3:</b>                      The proposed build packages provide capacity to accommodate planned population growth and traffic volumes in the DRCOG long-range transportation models. These models do not include future fuel availability.</p> <p><b>Response to Comment #115-4:</b>                      The managed lanes proposed in the Combined Alternative Package (Preferred Alternative) encourage HOV travel by providing a time savings over travel in the more congested adjacent general travel lanes. Additionally, the Combined Alternative Package (Preferred Alternative) includes a bikeway and TDM elements to encourage other forms of travel as well.</p> <p><b>Response to Comment #115-5:</b>                      Comment noted.</p>
<p>Roman Kohler                      Comment #116                      Comment #116-2</p>	<p>Park-n-Ride lots should have a lot of cameras from all views to detect any violations. A high tech system that can identify people from a distance and aid police in arrests. I am in favor of Plan 4 with option B.</p>	<p><b>Response to Comment #116-1:</b>                      The plan includes closed-circuit television and video surveillance at all transit stations. The video surveillance systems would be capable of transmitting real-time video to RTD via a fiber-optic transmission backbone or other suitable transmission network.</p> <p><b>Response to Comment #116-2:</b>                      Comment noted. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, for more information.</p>

Commenter	Comment	Response to Comment
<p>David Kovsky Comment #117</p> <p>Comment #117-1</p>	<p>I feel it is critical that the noise abatement wall extend from Table Mesa all the way to Baseline on the West side of 36.</p>	<p><b>Response to Comment #117-1:</b> See response to Comment #16-16 for more information on the location of sound walls in this area.</p>
<p>Kerry Kruempelstaedter Comment #118</p> <p>Comment #118-1</p>	<p>I like option 2 best. I think this will best serve a majority of folks in our communities for many, many years. I like that it encourages carpooling and biking. Although it is more expensive, I think it is worth it to take the long view. Thanks.</p>	<p><b>Response to Comment #118-1:</b> Comment noted. See the general Combined Alternative Package (Preferred Alternative) response, and the general bikeway response in the Clarification and Detail for Common Comments section of this volume for more information.</p>
<p>Elizabeth Law-Evans Comment #119</p> <p>Comment #119-1</p> <p>Comment #119-2</p> <p>Comment #119-3</p> <p>Comment #119-4</p> <p>Comment #119-5</p>	<p>Thank you for hosting this. I would like to see 1) fewer general purpose lanes, 2) More bike path in place as quickly as possible, 3) more mass transit options, 4) more HOV/pay-for-it lanes, 5) the Fastracks stations and program funded quickly including the additional stations, 6) it would be nice if it were possible to save the little bit of railroad grade from the Kite Trolley that exists between Industrial Lane and US36, just across from the sewer lift pump station near the intersection of Industrial Lane and Brainard Drive (or whatever it's called today). Please, please make sure that the bike path is included in the construction at the same time as the roadway; at one point we were told that there would be a bike path along the Northwest Parkway, but it doesn't seem like it's ever going to happen. It seems a bit silly to not have dedicated bikeways to/from the cycling capital of the world, Boulder. Overall, I think this is a really nifty study, and it's obvious that a lot of people have put a lot of work in to this. I would be happy to talk to anyone about my comments. My family expects to lose some land from our buildings on Industrial Lane to this. Please contact me as soon as things get rolling to discuss. Thank you all for your hard work on this. It's exciting to see.</p>	<p><b>Response to Comment #119-1:</b> Comment noted. See the general Combined Alternative Package (Preferred Alternative) response and the general bikeway response in the Clarification and Detail for Common Comments section of this volume for more information.</p> <p><b>Response to Comment #119-2:</b> Comment noted. See response to Comment #34-5.</p> <p><b>Response to Comment #119-3:</b> In the current proposed improvements to US 36, referred to as the Combined Alternative Package (Preferred Alternative), US 36 would be widened in this area to accommodate the proposed managed lanes and required drainage features. It may be difficult to maintain a little bit of railroad grade from the Kite Trolley that exists between Industrial Lane and US 36, just across from the sewer lift pump station near the intersection of Industrial Lane and Brainard Drive.</p> <p><b>Response to Comment #119-4:</b> Elements of the bikeway are included in the first phase of the project. Project phasing and implementation is described in more detail in Chapter 8, Phased Project Implementation.</p> <p><b>Response to Comment #119-5:</b> CDOT will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to ensure fair and equitable treatment of property owners. This includes notification procedures. CDOT will also continue to communicate with property owners throughout the project.</p>

Commenter	Comment	Response to Comment
<p>Steve Lechner Comment #120</p>	<p>Please send me newsletters and updates. Thanks.</p>	<p><b>Response to Comment #120-1:</b> Steve Lechner was added to the project mailing list on September 12, 2007. Since that date, all project updates have been sent to him. Updated project information is also available on the project website at <a href="http://www.us36eis.com">www.us36eis.com</a>.</p>
<p>Theresa Lubben Comment #121</p> <p>Comment #121-1</p> <p>Comment #121-2</p> <p>Comment #121-3</p> <p>Comment #121-4</p> <p>Comment #121-5</p>	<p>Commuter rail is mandatory for the future. At this time, only package 1 addresses this option. As an area resident, package 4 is my preference with the future option to add commuter rail. I don't like the larger highway but it's necessary due to population increases. Pkg 2 promotes "lexus lanes" and not carpooling, which is absolutely necessary. Concrete barriers add safety issues making negative impact of pkg 1. Cost of gas has not impacted driving so loss of SOV lanes will not help mitigate traffic as mentioned in the presentation. As presented, I prefer pkg 4 option for West and prefer B. More expensive but safer, easier for buses not to have to cross many lanes. Bike lane-Cherry vale. Why ride a bike next to 4 lane highway traffic?</p>	<p><b>Response to Comment #121-1:</b> See response to Comment #34-5. As part of the No Action Package, the FasTracks improvements are assumed to be implemented. This is also true for the Combined Alternative Package (Preferred Alternative), and Package 2 and Package 4.</p> <p><b>Response to Comment #121-2:</b> Comment noted. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more information.</p> <p><b>Response to Comment #121-3:</b> General-purpose lanes are not proposed to be permanently removed as part of any package. While a short-term spike in gas prices could not be expected to produce drastic visible results, national data indicate that hybrid vehicle demand has increased substantially, and overall vehicle-miles traveled have dropped for the first time in recent history. Sustained higher gas prices could also lead to people choosing to live closer to work (or work closer to home) to save time and money on travel.</p> <p><b>Response to Comment #121-4:</b> Comment noted. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.7, Resolution of Issues, for more information about the west-end design options.</p> <p><b>Response to Comment #121-5:</b> As part of the Combined Alternative Package (Preferred Alternative), the US 36 bikeway alignment was selected because it better serves the transportation goals of the project. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume for more information.</p>

Commenter	Comment	Response to Comment
<p>Tamra MacInnis Comment #122 Comment #122-1</p>	<p>I live in an area along 36 in Superior (Stoneham St). It appears that this area was determined not to need noise mitigation. It is an area that has enough land between the highway and the homes to create a natural barrier. Are there any plans to do this? How can I get this to be considered? Thanks Tamra</p>	<p><b>Response to Comment #122-1:</b> Noise impacts above the Noise Abatement Criteria were not identified for the Stoneham Street area; therefore, no mitigation is proposed. See Section 4.13, Noise, for more information.</p>
<p>Steve Magnusson Comment #123 Comment #123-1</p>	<p>The only practical proposal is to add two new lanes in each direction -- one general purpose lane and one Bus Rapid Transit/HOV/holl lane. Commuter rail is a totally impractical and a much too expensive bad idea.</p>	<p><b>Response to Comment #123-1:</b> Comment noted. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Comments section of this volume, and the package descriptions in Section 2.6, Package Descriptions, for more information.</p>
<p>James Major Comment #124 Comment #124-1</p>	<p>Please extend the current planned terminus of the bike trail from Bradburn Blvd &amp; 8th Ave to Lowell Blvd. The bike route is already constructed on that section and Lowell Blvd is planned to be a bike route into Denver.</p>	<p><b>Response to Comment #124-1:</b> Several bikeway alignments were considered and evaluated for the eastern terminus of the bikeway, including the proposed Bradburn Boulevard alignment, a Tennyson Street alignment proposed by the city of Westminster, a shared-use alignment within the BNSF Railway ROW, and continuation of the bikeway to Lowell Boulevard and to Broadway. It was determined that the Bradburn Boulevard alignment would best meet the Purpose and Need of the project while minimizing impacts, specifically, ROW acquisition and property impacts.  The existing 8-foot trail between Bradburn Boulevard and Lowell Boulevard would either be retained or replaced as part of the improvements of the project. The proposed Bradburn Boulevard alignment would not preclude bicycle or pedestrian use of this existing (or rebuilt) trail to Lowell Boulevard, nor the future Lowell Boulevard bike route into Denver.  Also see responses to Comment #14-8 and Comment #14-68 for more detailed information.</p>


Commenter	Comment	Response to Comment
<p>Marilyn Malleck Comment #125</p> <p>Comment #125-1</p>	<p>At the 8/29 meeting I was told that there is NO funding available for this project and no one knows seems to know when it will become available. Also, there are no funds for the upkeep of this road. So, why is this project still being considered? The concerns and anxiety you have created during this time and especially now since the BIG question of where funding is coming from for this project, is VERY unfair and unreasonable to all of us. We are tired of waiting and having our lives kept on hold. We want a timeline and you won't give us one. You have already heard our concerns, so what's the point in expressing them again. You will do just what you want to do and too bad for the people who are being subjected to this ongoing, seemingly never ending nightmare.</p>	<p><b>Response to Comment #125-1:</b> The project will be built in phases as money is available. See general funding response in the Clarification and Detail for Common Comments section of this volume, and Chapter 8, Phased Project Implementation, for more detailed information.</p>

Commenter	Comment	Response to Comment
<p>David Manley Comment #126</p>	<p>I would like to indicate my preference for the HOV/HOT/BRT lanes but without the limited access and new drop down ramps. The additional costs associated with the fixed barrier and new drop ramps (\$300 million) do not off set the benefits received in the plan. Additionally, the local streets that will take on the new traffic in Interlocken and on Midway Blvd in Broomfield are not suitable to the task and the traffic will be detrimental to the neighborhoods. Also, there is no local funding to support increasing the capacity of these local roads. Finally, the express lanes limited ingress and egress prevents vehicle access to Flatiron Crossing and to Arista. Most traffic will not use the HOV lanes without more convenient access points. The HOT option is important to the overall plan as it provides additional revenue as well as the ability to manage traffic volumes on the HOT lane and the general purpose lanes. The only negative to the buffered lanes is the potential for traffic weaving into and out of the lane by non-authorized vehicles. I have been told that technology exists to monitor this problem and to assure that the proper tolls are collected. I would encourage the project look thoroughly into these options and eliminate the fixed barrier from the plan from McCassin Blvd to I-25. Another concern relates to the reduction in exit lanes at the Wadsworth Interchange. Currently on eastbound US 36 there are three lanes for traffic to stack while waiting for the light. Under the proposed plans this is reduced to two lanes with only one lane stacking for Northbound traffic. This is a serious deficiency in the plan. It also appears that no attention has been addressed to the high volumes of traffic entering and leaving Boulder during rush hour in the morning and afternoon as well as the six or seven home football games on Saturday mornings and afternoons. This situation might best be addressed by having the fixed barrier express lanes that allow the general purpose lanes to be expanded by two lanes when entering or leaving Boulder during very high traffic times. This alternative may only be necessary and possible from Davidson mesa into Boulder as intermediate access is not important in this section.</p>	<p><b>Response to Comment #126-1:</b>                      Comment noted. Drop-ramps and the barrier-separation are not included in the Combined Alternative Package (Preferred Alternative). The Combined Alternative Package (Preferred Alternative) includes one buffer-separated managed lane in each direction with access between each interchange. The managed lane would allow buses and HOVs for no additional charge. Based on available capacity, SOVs would be allowed to utilize the lane for an additional fee. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, for more information.</p> <p><b>Response to Comment #126-2:</b>                      Buffer-separated high-occupancy toll (HOT) lanes will have frequent monitoring, both mechanical and by enforcement officers, to help ensure compliance. CDOT could follow the example of a similar, successful project in Minnesota and use some of the revenue collected to pay for dedicated enforcement personnel to minimize violation.</p> <p><b>Response to Comment #126-2:</b>                      The Wadsworth Boulevard/US 287 interchange would be significantly expanded, including the addition of loop-ramps on to US 36 from both northbound and southbound Wadsworth Boulevard (to remove the need for left turns for on-ramp movements), the construction of a new overpass and interchange at 120<sup>th</sup> Avenue (currently under construction), and direct access between 120<sup>th</sup> Avenue and Wadsworth Boulevard. This interchange would be one of the largest benefits of the plan. The configuration of the alternatives in Boulder has been chosen with substantial input from the city of Boulder, which has a transportation plan focused heavily on reducing the use of automobiles. As such, the provision of substantial additional traffic capacity in to and out of Boulder has been excluded from this plan, despite information indicating its benefits to reducing peak-hour traffic delay.</p>
<p>Comment #126-1</p>		
<p>Comment #126-2</p>		

Commenter	Comment	Response to Comment
<p>Mike Marsh Comment #127</p> <p>Comment #127-1</p> <p>Comment #127-2</p>	<p>I live on a street a few doors in from Moorehead Ave. in Boulder. As the report acknowledges, on page 4, 13-12, noise levels in the Moorhead neighborhoods are predicted to be in the low 70s (dBA). I would argue that is in reality far worse than this close to Baseline, because cars heading south past Baseline have been at a complete stop just 1/8 mile north of Baseline, at the traffic light at Colorado. Thus, they are cycling through the full spectrum of their gears. On early mornings and late nights, the sound is deafening as big trucks roar through their gears accelerating from 0 to 65 mph within the half mile close to where I live. I am requesting that the logical geographic break point of the noise mitigation effort be deemed to be Baseline Rd., not Bear Creek. Bear Creek is an arbitrary point which does not even bear the greatest brunt of the accelerating traffic leaving Boulder. Extending the noise mitigation to Baseline would actually address the area in which the impact is at its greatest. Also, I demand that the speed limit on US 36 be lowered to 50 mph within the city limits. It is that way on I-25 in Colorado Springs.</p> <p>Why is Boulder then subjected to deafening high speed noise? This is not a case of me moving to an area and then seeking to have it changed. While I have lived in Boulder, I have seen the speed limit on US 36 between Baseline and Table Mesa raised from 45 mph to 50, to 55 and now 65. Cars head south bound along this section also have the additional noise impact of having been at a complete stop at a traffic light at Colorado Blvd, just 1/8 mile north of here. I will lobby every public office, from the governor to the state senators and representatives, to get you people to obey the rule of law regarding speed limits within city limits. The "80%" speed rule is ridiculous. If 80% of the people drove through your neighborhood at 100 mph, would that be an argument that 100 should be the speed limit?</p>	<p><b>Response to Comment #127-1:</b> See response to Comment #16-16 for more information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17.</p> <p><b>Response to Comment #127-2:</b> The use of the 85th percentile speed limit guideline is the national standard, and it is intended to provide a safeguard against arbitrary speed limits set artificially and unreasonably low, which result in an increase in crashes. The rule of law regarding speed limits in cities is quite clear, and most governmental jurisdictions take the setting of speed limits very seriously. The speed limit defines the speed at or below which most reasonable people should be expected to travel on the facility safely. When speed limit signs are not present, most drivers' speeds are at or below the "design speed" of the facility, which is related to the roadway environment, curvatures, and sight distances. Problems arise most frequently when the difference between design speed and posted speed limit are large. For more information on speed limit policy, contact CDOT Region 4.</p>



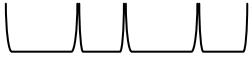
Commenter	Comment	Response to Comment
<p>Danielle Marzano Comment #128 Comment #128-1</p>	<p>I have a pretty easy question for you, does this project include SDR6753 (McCaslin Interchange reconstruction) and SDR6780 (US36 to 120th Ave Connection)? If so do you have ROW / LET dates on either of these sub-projects? Thank you!</p>	<p><b>Response to Comment #128-1:</b> SDR6753, the 120<sup>th</sup> Avenue Connection, is included in the No Action Package. Three constructions phases have been identified for this project, and Phase 1 and Phase 3 are set to begin construction this summer. Funding for Phase 2 has not been identified.  The money earmarked for SDR6753 would have gone towards the construction of the northeast loop-ramp at McCaslin Boulevard that is no longer part of the project. This money may be reallocated to other McCaslin Boulevard improvements associated with this US 36 project.</p>
<p>Marsha McClanahan Comment #129 Comment #129-1</p>	<p>I live in the Frasier Meadows neighborhood and have found the noise level of Hwy 36 to have risen steadily over the 15 years I have lived in this neighborhood. During the time of the year when windows can be open at night, we find the noise wakes us up early in the morning and we have to close all windows to sleep. We rarely enjoy sitting outside on our deck because of the noise. Lowering the speed limit back to 55 mph might have some dampening effect but the noise is so great that I believe a high noise wall should be built. As the land goes up as you move away from the highway into our neighborhood, I think the wall would have to be very high in order to help those of us on slightly higher ground than those right next to the highway. Since the value of our neighborhood is harmed by the noise, I think this should be a priority for the city budget.</p>	<p><b>Response to Comment #129-1:</b> See response to Comment #16-16 for more information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17. Also see Section 4.13, Noise, for more information.</p>
<p>Greg McCubbin Comment #130 Comment #130-1</p>	<p>What mitigation measures from T-Rex are applicable to this project? (Noise abatement/light abatement)Are they already mentioned in the DEIS?</p>	<p><b>Response to Comment #130-1:</b> Transportation Expansion (T-REX) used noise walls to mitigate noise impacts. The US 36 project is proposing similar mitigation methods for receptors with noise impacts as described in Section 4.13, Noise, of the US 36 DEIS. Also, see Section 4.11, Visual and Aesthetic Resources, for a discussion of lighting impacts and mitigation measures.</p>
<p>Gregory McCubbin Comment #131 Comment #131-1 Comment #131-2</p>	<p>Is the noiselight mitigation measures similar to the ones used along T-REX in the later stages? Since I reside at Greenwood Blvd &amp; Granada Road I am approx. 250 ft from the open area that does not currently have a noise abatement wall. Also, will there be any razing of the big cottonwood trees abutting Greenwood Blvd that are situated close to this open area? I hope not.</p>	<p><b>Response to Comment #131-1:</b> See response to Comment #130-1.  <b>Response to Comment #131-2:</b> The Combined Alternative Package (Preferred Alternative) would have some impact to the vacant land adjacent to US 36 in this area, as Bronco Road would need to be extended and connected north to Greenwood Boulevard. Removal of trees will be mitigated per CDDOT Region 6 Tree Replacement Policy. See Section 4.14, Biological Resources: Wildlife, Vegetation, and Threatened and Endangered Species, for more information on mitigation.</p>

Commenter	Comment	Response to Comment
<p>Charlie McKay Comment #132</p>  <p>Comment #132-1</p>	<p>I like P-4, General Purpose Do Not Like P-2 - to restrictive, 2-tolled, barrier separated, limits ability to get on and off, further limits people from Boulder. Further comments coming shortly.</p>	<p><b>Response to Comment #132-1:</b>                      Comment noted. The Combined Alternative Package (Preferred Alternative) includes one buffer-separated managed lane in each direction with access between each interchange. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, for more information.</p>

Commenter	Comment	Response to Comment
<p>Dan Micek Comment #133</p>	<p>My address is 7294 Navajo St, zip 80221. The expansion of the hiway will require the purchase and demolition of all of the homes directly to the north of me. Some of these people are original owners, as is my family. I am very familiar with this area as I have been associated with this home since 1958. There has always been a problem with ground water along the existing hiway. A natural underground stream is thought to meander through this area. The combination of this stream and of hiway run-off has made it necessary for the homes bordering US 36 to install sump pumps in their basements. Some of these homes even have 2 sump pumps to keep the water from percolating into their lower levels. Because of their efforts, it made it possible for my home to go without a sump pump. When those homes are gone, the underground water will eventually wind up in my basement. My solution to this is for the project to include the installation of sump pumps into the basements of the homes opposite of Worley Drive that will wind up being the first line of homes south of the highway wall. Secondly, there will be a "dead space" just south of the wall and short of Worley Drive. I am afraid that this area will not be maintained, and we will have weeds, rubbish and other problems arise. Would it be possible to turn this strip of land over to the local Hyland Hills Park &amp; Rec district for the use of a park like setting? A line of trees and grass would be a positive addition to the area in general. It would also offset the additional reduction in value due to the expansion of the highway. The water is already in place since there was a line of homes. Third, I work out of my home. I have a large number of clients that come by to drop off papers and to meet with me. I utilize my corner lot and the available street space for parking. I am worried as to the amount of construction traffic along Worley Drive, and the effect that it would have on this parking availability. This would seem to be an easy fix as Worley Dr. does extend for about a 1/4 mile. My 200 feet should be easy to protect. It would be great to get some kind of a response to my comments. I am also curious as to the time line of construction. About how long will it take to acquire the necessary funds to do this project? What would be the projected start date of the project and how long of a time would it take to complete the project?</p>	<p><b>Response to Comment #133-1:</b> The intent of this project is to widen the roadway to add more vehicle capacity and to make safety improvements at the existing Pecos Street interchange. These changes would affect the surface, but should not have impacts that would affect the movement of groundwater. Groundwater moves deep below the surface and the depth can fluctuate due to seasonal weather changes, surface water being infiltrated into the ground, and subsurface geologic conditions. The US 36 project will be addressing surface water running off from the highway and off-site water flowing towards the highway. The project will include a drainage system that will collect these waters and convey them to a natural channel/river system. As a part of this, the design team will look at options and space availability to consider an open ditch along the highway that may be able to collect additional surface water and convey it away from your neighborhood, which could help eliminate some of the surface water infiltration.</p>
<p>Comment #133-1</p>		
<p>Comment #133-2</p>		<p><b>Response to Comment #133-2:</b> CDOT is responsible for maintenance of property within their ROW, including the area beyond a sound wall and the edge of CDOT property. However, CDOT typically allows individual residents, local governments, and other quasi-governmental entities, like special improvement districts, to apply for permits to maintain portions of the CDOT ROW behind noise barriers, if desired.</p>
<p>Comment #133-3</p>		<p><b>Response to Comment #133-3:</b> CDOT will do their best to minimize construction impacts on nearby residences and businesses. If the actual construction activities cause you concern, please contact the CDOT Project Engineer on the construction site to see what modifications can be made regarding their activities or call the CDOT Regional Planning and Environmental Manager, whose name and contact information you can find on the CDOT website, and ask them to look into the matter for you.</p>
<p>Comment #133-4</p>		<p><b>Response to Comment #133-4:</b> The project will be built in phases as money is available. See Chapter 8, Phased Project Implementation, for more detailed information.</p>

Commenter	Comment	Response to Comment
<p>Dave Morgan Comment #134</p> <p>Comment #134-1</p>	<p>I commuted from Broomfield to/from Boulder by bicycle for 7 years. I did the commute 3 or 4 days per week during the 6 warmest months. The ride was 15 miles, and it took me about an hour each way. I also commuted from Broomfield to/from Westminster for 3 years in a similar manner. I am currently retired, but I still ride my bike from 100 to 150 miles per week along the US 36 corridor. There is a major problem with the proposed bike path and other existing bike paths that prevents them from being used by commuters. The problem is that all bike paths that I know of are filled with dog walkers, casual walkers, joggers, roller bladers and skate borders at all times of the day and evening. It is extremely dangerous for bikers that travel any faster than about 5 mph to travel on bike paths. I tried using bike paths on both commutes, and ended up sustaining injuries that required a doctor's care on 3 occasions. I also came very close to injuring others on numerous occasions. If I traveled at a safe speed for these paths, it would take me 2-3 hours to commute each way. I ended up riding my bike on 287 and Baseline roads, which are even more dangerous, but at least allowed me to get to work in a reasonable time. I would love to have a "bicycle only" route along US 36 that would allow people to bicycle to work safely at reasonable bicycle speeds (10-25 mph). However, the proposed bike path will not be enforced as a "bicycle only" route as I understand it. As such, commuters will not use it. A better alternative to encourage bicycle commuting to work would be to use the money to widen roads and install bike lanes that provide a contiguous biking route along the US 36 corridor. If there is some way to build a bike path and ensure that it is "bicycles only", I would support the bike path and greatly favor the US 36 alignment for its full length. However, I am very skeptical that any path could be enforced for "bicycles only". If you want to use the money to support other recreational uses (dog walking, jogging, etc.), continue with the project as proposed. In this case, it makes no difference which alignment is chosen.</p>	<p><b>Response to Comment #134-1:</b> See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p>While the bikeway facility is primarily intended to be a commuter facility, and as such, is designed to be as direct as possible, it would be designed to appeal to a broad range of individuals and would not be limited to specific users. The design of the bikeway would be approximately 12 feet wide to accommodate passing slower users.</p> <p>Funding for this project is provided by CDOT and RTD. Both agencies have identified the US 36 corridor as a priority corridor for improvements as part of statewide and district-wide planning processes. In the alternative scoping phase of the project, the communities in the corridor expressed strong support for a regional bikeway facility that would connect to their local facilities, providing a network of bikeways that truly facilitate traveling by bicycle throughout the northwest metropolitan area. As such, the regional bikeway is included in the US 36 project.</p> <p>Local jurisdictions in the corridor are responsible for roadway improvements in their respective communities, including roadway widening to accommodate bike lanes, bike routes, and grade-separated bikeways. The planning and funding for those facilities is done at the local level.</p>
<p>Peg Nebergall Comment #135</p> <p>Comment #135-1</p>	<p>I am in favor of Package 2, related to U.S. 36 DEIS.</p>	<p><b>Response to Comment #135-1:</b> Comment noted.</p>

Commenter	Comment	Response to Comment
<p>Krista Nordback                      Comment #136</p> <p>Comment #136-1</p>	<p>I realize that I'm spitting into the wind here, but I feel the best alternative is the No Action option. Before we spend a billion dollars, more or less, on the roadway, let's see what some TDM measures, intersection changes, and the upcoming rail service do to address the current problems. The "build" options are too much money, and too much disruption to the environment and people's lives, to not try all the other alternatives first.</p>	<p><b>Response to Comment #136-1:</b>                      Comment noted. The No Action Package (Package 1) does not meet the project Purpose and Need. TDM elements are included in the Combined Alternative Package (Preferred Alternative). See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, for more detailed information.</p>

Commenter	Comment	Response to Comment
<p>Krista Nordback Comment #137</p> <p>Comment #137-1</p> <p>Comment #137-2</p> <p>Comment #137-3</p> <p>Comment #137-4</p> 	<p>1. The bike way alignment should follow US36. It should not follow Cherryvale and S. Boulder Road. Additional lanes being added have greater impact on taking habitat from the Preble's mouse than one bike path close to the highway.</p> <p>2. I prefer the no-build option. More general purpose lanes are a waste of money as they encourage more vehicles on the road and reach capacity quickly as I noticed this week on TREC. The BRT I fear will not live up to its potential when combined with HOV or express lanes. Just this week I saw how allowing non-bus vehicles on the HOV lanes on I-25 caused those lanes to be slower than the regular lanes. I'd rather have non of this. Use the money for other purposes. Maybe we can still fund the bike way separately.</p>	<p><b>Response to Comment #137-1:</b> As part of the Combined Alternative Package (Preferred Alternative) process, the US 36 bikeway alignment was selected in this section because it would better serve the transportation goals of the project. Efforts to further minimize the impact of the US 36 adjacent alignment will be incorporated through the final design process.</p> <p><b>Response to Comment #137-2:</b> Comment noted. General purpose lanes are not included in the Combined Alternative Package (Preferred Alternative). See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, for more detailed information.</p> <p><b>Response to Comment #137-3:</b> CDOT, CTE, and RTD have agreed to operate the I-25 express lanes such that they will be managed, in terms of pricing and the definition of HOV, to ensure LOS C or better. This LOS is consistent within about 5 miles per hour of the posted speed limit, which is sufficient for RTD to provide fast, reliable travel. A similar agreement would be made for the US 36 managed-lane facility that would ensure optimizing the use of the lanes, maximizing travel time savings, and keeping managed lane traffic flowing at 45 miles per hour or faster.</p> <p><b>Response to Comment #137-4:</b> See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p>
		<p>The No Action Package does not meet the project Purpose and Need. The No Action Package is carried forward through the NEPA process for comparison purposes to the build alternatives.</p> <p>Through the scoping and alternatives screening process, "bicycle and pedestrian facilities" was identified as a supportive element that would be included in any of the proposed build alternatives. "Bicycle and pedestrian facilities" was identified as a supportive element because it could not address the project Purpose and Need as a stand-alone alternative, but could support the other alternatives identified in meeting the project Purpose and Need. The "bicycle and pedestrian facilities" element of the build alternatives specifically addresses Need #4, Expand Mode of Travel Options.</p>

Commenter	Comment	Response to Comment
<p>Yale Norris Comment #138</p> <p>Comment #138-1</p>	<p>We live 1 block from Hwy 36 in Boulder, behind Apache Rd. The study doesn't seem to recommend a sound wall be installing our area in package 1, but does recommend one in package 2. The current noise from 36 is quite loud when we are outside the house or inside with the windows open. We knew this when buying the house, however since there is a possible option for a sound wall, my wife &amp; I would highly recommend one be installed in either package. While the current noise levels may be acceptable under Federal standards, that doesn't mean they are pleasant to live with. Any opportunity available to reduce the noise would be welcomed and we feel it would be worth every dollar spent. A sound wall will only add value our homes in the area, while making it a more enjoyable place to live. Thanks Yale &amp; Maren Norris</p>	<p><b>Response to Comment #138-1:</b> The No Action Package (Package 1) does not include improvements to US 36 other than currently planned and programmed projects. In all of the build alternatives, a sound wall is proposed at this location. See Section 4.13, Noise, for more detailed information.</p>
<p>Daniel Ong Comment #139</p> <p>Comment #139-1</p>	<p>My overwhelming first choice would be the mayors and commissioners coalition proposal, because of the collaborative process used to determine it by elected officials who have to deal with the citizens and neighborhoods on a continuing basis and are very cognizant of limited resources having to deal with balanced budgets. The no-build option, while the default option with a lack of funding will not support the projected increase in population, jobs and traffic. Forced to choose simply between 2 and 4, I would select #4 because it has an additional censor-purpose lane. * Use some of the savings from #4 over #2 to pay the additional cost of option B at the west end, BRT with fly-over's to eliminate the necessity of Lane crossings. *I'm not all that confident that 2 BRT/HOV/Toll lanes in each direction would ever be fully utilized even at rush hours and think BRT/HOV/Toll lanes plus another censor purpose lane would be a better utilization of the expanded roadway.</p>	<p><b>Response to Comment #139-1:</b> Comment noted. The Combined Alternative Package (Preferred Alternative) does not include additional general-purpose lanes. See the general Combined Alternative Package (Preferred Alternative) response in Section 2.6, Package Descriptions, for more detailed information.  Option A was selected as part of the Combined Alternative Package (Preferred Alternative) process. See Chapter 2, Alternatives Considered, for more information on the BRT facilities on the west end.  The number of managed lanes has been reduced from two to one in the Combined Alternative Package (Preferred Alternative), in part, due to this very concern.</p>

Commenter	Comment	Response to Comment
<p>Terri Opeka Comment #140</p> <p>Comment #140-1</p>	<p>The only part of the plan that is useful to me is more general purpose lanes. Additional bus service is useless when bus stops are built like the new Church Ranch Park &amp; Ride where the stop is next to businesses, but then a fence is built to make access to the business difficult. Bike access is a great idea until bus drivers can deny access to the bus by bike riders as the present case. I've talked to bike &amp; bus commuters who were bumped because the bike rack on the bus was full. The bus driver wouldn't wait for the bike to be secured at the stop so the bike rider had to wait for the next bus. Why is there no consideration of changes to zoning laws or covenants to eliminate unnecessary government mandated commuting? What is planned to provide easy bike/pedestrian access from the homes west of Wadsworth Blvd to the Church Ranch Park &amp; Ride? Currently there is significant pedestrian traffic through my property since the City of Westminster erected a fence and stopped maintaining the property north of mine. This pedestrian traffic did not exist before the City of Westminster changed the character of the neighborhood.</p>	<p><b>Response to Comment #140-1:</b> Comment noted. Additional general purpose lanes are not proposed as part of the Combined Alternative Package (Preferred Alternative). Bike racks at stations and on the BRT vehicles would be consistent with other RTD services and facilities. Zoning laws and covenants are local issues and not under the purview of CDOT and RTD. Your local municipality would be responsible for zoning changes.  See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more detailed information.</p>
<p>Kathleen Packard Comment #141</p> <p>Comment #141-1</p>	<p>My family and I just moved here from suburban MD where traffic congestion is a way of life. I am in favor of Plan #2 where there are no extra general use lanes. My reasoning for this is based on my experiences in MD. If you build it, they will come. It won't take long before the general use lanes are again completely congested as they are now, especially near the Superior/Louisville exits (where we live). Adding HOV/Express lanes where people have to pay if they are alone, but are free if accompanied by someone else will encourage people to ride-share. People who are traveling between Denver and Boulder could use those lanes as an incentive to getting there faster and either pay the money or find someone to ride with them. You may want to check other suburban areas with high congestion problems and see how their solutions have worked. I would suggest Northern Virginia - especially route 66 and the Dulles toll road area. Thanks for listening.</p>	<p><b>Response to Comment #141-1:</b> Comment noted. The Combined Alternative Package (Preferred Alternative) includes one buffer-separated managed lane in each direction with access between each interchange. See the general Combined Alternative Package (Preferred Alternative) response in Section 2.6, Package Descriptions, for more detailed information.</p>

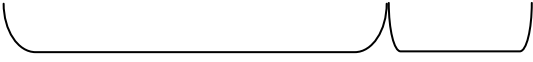


Commenter	Comment	Response to Comment
<p>Osman Parvez                      Comment #142                      Comment #142-1                      Comment #142-2                      Comment #142-3</p>	<p>My understanding is that you are considering a sound barrier along US36 as it enters Boulder. I urge you to extend the sound barrier along the entire length, beginning at Table Mesa and Ending at the Baseline Exit. I also strongly urge a speed reduction in this area due to noise. 55mph or slower. With respect to bicycle facilities, I encourage planners to consider grade separated bike lanes the entire length of US36. This infrastructure will vital to our communities in the future. Thank You.</p>	<p><b>Response to Comment #142-1:</b>                      See response to Comment #16-16 for more information on the location of sound walls in this area.</p> <p><b>Response to Comment #142-2:</b>                      See response to Comment #25-17 for information on speed reductions and noise impacts.</p> <p><b>Response to Comment #142-3:</b>                      See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p>A majority of the bikeway alignment is a grade-separated facility immediately adjacent to US 36. In addition, the bikeway alignment would make use of existing facilities in the corridor, where possible. There are some locations where the bikeway alignment would not be located immediately adjacent to US 36, where ROW was limited, or where impacts identified with locating the bikeway immediately adjacent to US 36 were substantial.</p>
<p>Osman Parvez                      Comment #143                      Comment #143-1</p>	<p>The current consideration for mitigation of noise is inadequate. The wall should extend from Table Mesa to 28th Street. Current plans are to stop the wall at the bear creek underpass. Noise along US 36 was measured on Moorhead but not within the neighborhood. The number of residences expected to be affected is thus far too low. As a member of our neighborhood association, we have fielded many noise complaints related to traffic on US36. It affects the entire neighborhood, hundreds of houses.</p>	<p><b>Response to Comment #143-1:</b>                      See response to Comment #16-16 for more information on the location of sound walls in this area.</p>
<p>Janet Pierce                      Comment #144                      Comment #144-1</p>	<p>We live 5 houses down from the frontage road along U.S. 36 between Baseline and South Boulder Rd. In the summer the noise level is really noticeable whether sitting out on the patio or trying to sleep with the windows open (to conserve energy by not using the AC). The higher speed limit contributes to the noise and is a safety issue. I would like to see the speed limit reduced and see a noise wall erected along this stretch of highway. This stretch of highway is the 1st glimpse that most people get of Boulder and it is not a very welcoming sight. There are some roadways in Denver that have added sound barriers and they have really added to the aesthetics as well. Please consider constructing a noise wall and lowering the speed limit along U.S. 36. Thank you.</p>	<p><b>Response to Comment #144-1:</b>                      See response to Comment #16-16 for more information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17.</p>

Commenter	Comment	Response to Comment
<p>Rich Points Comment #145</p> <p>Comment #145-1</p>	<p>My organization helps people re-built used bikes to use for transportation. Most of our clients do not own a car and do not have an eco-pass. Many commute in &amp; out of Boulder for work. A bike path along US36 will open up a new employment area for these folks. It is important that the bike path be as direct as possible- coming all the way into Boulder rather than making them go the long (and more dangerous) way on Cherryvale and South Boulder Rd with a dangerous crossing at Manhattan. These cyclists would not mind if the bike path was right next to the road to avoid taking too much open space, but it is very important that the bike path go all the way into Boulder at Table Mesa and safely connect with the Foothills Bike Path.</p>	<p><b>Response to Comment #145-1:</b> See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p>As part of the Combined Alternative Package (Preferred Alternative) process, the US 36 bikeway alignment was selected in this section because it would better serve the transportation goals of the project. Efforts to further minimize the impact of the US 36 adjacent alignment will be incorporated through the final design process.</p> <p>If the South Boulder Road/Cherryvale Road alignment is ultimately selected, additional consideration would be given to the crossing at Manhattan Drive.</p>

Commenter	Comment	Response to Comment
<p>Arlan Ramsay Comment #146</p> <p>Comment #146-1</p> <p>Comment #146-2</p>	<p>Regarding the US 36 entry into Boulder:</p> <ol style="list-style-type: none"> <li>1. Traffic already backs up at Baseline and at Colorado.</li> <li>2. Getting to Baseline 10 seconds earlier doesn't accomplish much even when the traffic is light.</li> <li>3. Denver bound traffic often is slow going over Davidson Mesa.</li> <li>4. Therefore, extra lanes headed to Boulder won't help traffic much, unless the extra lanes go through town. Very expensive.</li> <li>5. Extra lanes toward Denver would need to go to Broomfield. Also expensive.</li> <li>6. Higher speed doesn't gain much and adds a lot to the noise level. (Many of us did not just move here. We and many neighbors have been here since 1970 or earlier.)</li> </ol> <p><i>Arlan Ramsay</i> Arlan Ramsay 4495 Ottawa Place Boulder, 80303 303-494-4872 arlaramsay@comcast.net</p>	<p><b>Response to Comment #146-1:</b> Peak-hour congestion problems within Boulder have complex origins. Moving people and goods quickly and reliably is the backbone of our economy, and congested conditions can also lead to safety problems. The Combined Alternative Package (Preferred Alternative) proposes climbing lanes on each side of Davidson Mesa to provide additional space for slow-moving vehicles, so they cause fewer delays and safety problems for general traffic. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more detailed information.</p> <p><b>Response to Comment #146-2:</b> See response to Comment #16-16 for more information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17.</p>

Commenter	Comment	Response to Comment
<p>Gary Reid Comment 147</p> <p>Comment #147-1</p>	<p>These comments are from the residents at 220 Fox Drive, and the following residents: Jane Byers 201 Fox Drive Joan Kent 200 Fox Drive Virginia Jeffery 205 Fox Drive Sue and Cortland Peterson 4135 Caddo Paul and Heather Huber 4025 Apache Rd AS long term residents of this area, we have lived with the increasing noise levels from US 36. With the enhancements and increased capacity of the US 36 corridor planned by this project, we fully expect even higher noise levels from traffic on US 36 between Table Mesa and Baseline. We believe that this project will result in higher traffic volumes and speeds on this section of US 36, resulting in the higher Leq dBA the study projects for the Apache Road/Pima Court and Moorhead Ave. communities. The residents listed above fully support the Package 2 and Package 4 proposals you have made in the DEIS to construct noise mitigation sound walls along both sides of the corridor between Table Mesa towards Baseline. This study discusses a noise reduction of 6 dBA for 80 residences on Apache Road and Pima Court. We would encourage the study to acknowledge the benefit of a sound wall to a far greater number of homes. We believe that there would be a noticeable noise reduction to the 200 to 400 homes that are closest to Apache Road. In our discussions with others in the neighborhood who live farther from US36, they regularly mention the noise levels and support any form of noise mitigation. (Note the Peterson's who live on Caddo Parkway.) We who have signed above would recommend adding a collary statement to the sound wall description that the Apache Road/Pima Court and Moorhead Avenue element of the larger project can be accomplished early and independently of the other proposals in the greater project, thereby accelerating substantial benefits to the community. In summary, we believe the US 36 corridor project will further increase the noise levels in our neighborhoods, and we strongly support the proposal in Package 2 and Package 4 to install a noise mitigation sound wall from Table Mesa towards Baseline and both sides of US 36. Thank you for accepting these comments.</p>	<p><b>Response to Comment #147-1:</b> See response to Comment #16-16 for more information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17.</p>

Commenter	Comment	Response to Comment
<p>Dr. Timothy Rohrer Comment #148</p>  <p>Comment #148-1</p> <p>Comment #148-2</p>	<p>I have just read the noise mitigation proposals in the Draft EIS released on 8/2/07. While I am happy to see that a sound wall is recommended from US 36 &amp; Table Mesa Drive north to the Bear Creek Trail Underpass along the west side of US 36, I want to know why no study was made (or at least discussed) concerning a sound wall for the other half of the affected Moorhead Ave/Martin Acres homes north of the Bear Creek Trail underpass and south of Baseline Road. What good is a sound wall that only mitigates noise in one-half of the affected neighborhood? I would argue that the EIS should recommend a sound wall all the way from Table Mesa to just south of Baseline Drive along the West side of US 36. I strongly object to this omission in the DEIS, and ask that the EIS explicitly address noise impacts and sound wall feasibility for the northern portion of Moorhead Ave/Martin Acres. I am a resident homeowner in this area, and do not understand why this area was simply omitted from your noise impact review. I am also asking that the EIS also reconsider the option of a reduction in the speed limit on US 36 from Table Mesa Drive to Baseline Road for the purposes of both highway safety and noise reduction. I would note that the speed limit currently drops 30 mph (from 65 to 35 mph) in a very short distance toward the end of the freeway from Baseline to Colorado Ave, and would argue that both highway safety and noise concerns would be best addressed by lowering the speed limit to 50 mph after the US 36/ Table Mesa interchange, the point at which US 36 reenters a heavily urbanized, residential corridor.</p>	<p><b>Response to Comment #148-1:</b> See response to Comment #16-16 for more information on the location of sound walls in this area.</p> <p><b>Response to Comment #148-2:</b> For information on speed reduction, see response to Comment #25-17.</p>

Commenter	Comment	Response to Comment
<p>Meriel Romero Comment #149</p>	<p>We are residents in the Kristal subdivision of unincorporated Adams County that will be "indirectly" impacted by the FasTrack and highway improvement project, along the US 36 corridor. Although homes across the street from ours will be torn down, we have been told that ours is not on the list. We will be directly across from the area that will be torn up, for quite some time, while this project is being implemented. In many ways, it would be easier if our home had been one that was to be torn down. One of has multiple sclerosis and we purchased our house to accommodate that disability. It appears that some type of change will be made as a result of employment and population grown in the area. Our choice would be no changes at all to the south side of the Boulder Turnpike. When you drive along the north side for miles, there are plenty of open spaces where this could be implemented. It still does not make sense to us why the south side was chosen and why most of the displaced will be from Adams County unincorporated areas. It also seems counterproductive to health safety to have bike paths along the corridor. In a letter to the editor by the U.S. 36 Mayors and Commissioners Coalition in The Denver Post, August 29, 2007 edition, the mayors suggest that items such as future impact, quality of life, and mobility choices be considered. We, too, face some impacts and quality of life issues to our health and home. Impacts of this project to our well being include increased pollution, construction detours, dust, possible diesel fumes, and increased noise. Our home's property value is likely to decrease. It also appears there will be two ponds of standing water in the area where we currently live. This will also have an effect on us from mosquitoes and other pollutants in the water. As a result, if this project is implemented, we are asking for a wide and tall (at least 8 feet) brick barrier, similar to the one already in place, to help counter the noise, that trees and other outdoor plants be used to minimize the negative effects of pollution, dust, and vehicle fumes and destruction and prevention of mosquito breeding grounds be carried out on a regular basis. We would also expect to see some compensation due to the dirt and dust that will seep into our house during construction and the negative impact on property values. We are asking that you take the above into consideration and minimize the impact this project will have to our health, safety and property.</p>	<p><b>Response to Comment #149-1:</b> Comment noted. As part of the Combined Alternative Package (Preferred Alternative), ROW and property impacts have been further minimized. See Section 4.4, Right-of-Way and Relocations. Also, see the general Combined Alternative Package (Preferred Alternative) response, and Section 2.6, Package Descriptions, for more detailed information.</p> <p><b>Response to Comment #149-2:</b> As part of the Combined Alternative Package (Preferred Alternative), the cross-section of the proposed US 36 improvements between Sheridan Boulevard and I-25 has been substantially reduced by keeping the reversible managed-lane facility. To keep the existing reversible managed-lane facility, the US 36 centerline would remain in the location where it is today and would no longer be shifted to the south. This has greatly reduced the ROW impacts associated with the project. The locations of properties that would need to be acquired with the Preferred Alternative are shown on the maps in Appendix A, Corridor Reference Maps. Additional information is also provided in Section 4.4.</p> <p><b>Response to Comment #149-3:</b> A direct and adjacent bikeway facility was identified to address the project Purpose and Need. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume for more information.</p> <p><b>Response to Comment #149-4:</b> CDOT understands your concerns. See the general human health response for information. In addition, the proposed water quality and detention ponds are not designed to be wet ponds. They are designed to detain and treat stormwater runoff for up to 48 hours after storm events, and are typically dry outside of these storm events.</p>
<p>Comment #149-1</p>	<p>□</p>	
<p>Comment #149-2</p>	<p>□</p>	
<p>Comment #149-3</p>	<p>□</p>	
<p>Comment #149-4</p>	<p>□</p>	
<p>Comment #149-5</p>	<p>□</p>	
<p>Comment #149-6</p>	<p>□</p>	

Commenter	Comment	Response to Comment
<p>Mrs. Sanchez Comment #150 Comment #150-1</p>	<p>This is regarding the project for US36. We are all hoping that all the houses of Kristal Way will be bought out. Not only are the homes that next to the wall. We do not want to be facing a wall in our front door or front window that will not be a good idea. Also, the noise, and dust is going to be awful. So please review the planning on those homes.</p>	<p><b>Response to Comment #149-5:</b> See response to Comment #14-33.</p> <p><b>Response to Comment #149-6:</b> Compensation will only be paid to landowner's that have all or a portion of their property actually acquired for a build alternative (if a build alternative is approved). Landowners living in close proximity to the project that will not have any portion of their property acquired for the project will not be eligible to receive compensation. Many variables affect and contribute to the market value of a property and the quality of life of those occupying it. It is difficult to quantify with any certainty how these variables will affect market value and quality of life of occupants of properties in close proximity to major transportation facilities. For example, increased noise and perhaps dust and debris can be negatives, but convenient access to the transportation facility can be a positive. Many other variables are relevant to value and quality of life as well. For example, architectural features, landscaping, quality of construction, and maintenance of improvements, to list a few, can all positively or negatively impact value and quality of life.</p>
		<p><b>Response to Comment #150-1:</b> CDOT understands your concerns and is committed to minimizing impacts from the project as much as possible.</p> <p>None of the homes in the Kristal Way subdivision would be acquired with the Combined Alternative Package (Preferred Alternative). The existing fence would be replaced with a sound wall. See the general Combined Alternative Package (Preferred Alternative) response and general human health response in the Clarification and Detail for Common Comments section of this volume. Also, see Section 4.4, Right-of-Way and Relocations, and Section 2.6, Package Descriptions, for more detailed information.</p>

Commenter	Comment	Response to Comment
<p>Jason Smith Comment #151</p> <p>Comment #151-1</p>	<p>I believe that the 88th Ave under pass should be again added to the project it has been there in every step of the process until now and will greatly impact traffic in that area on Sheridan and 92nd Ave.</p>	<p><b>Response to Comment #151-1:</b> The Combined Alternative Package (Preferred Alternative) does not include the extension of 88<sup>th</sup> Avenue under US 36 because the limited congestion-relief benefits to Sheridan Boulevard and 92<sup>nd</sup> Avenue were not consistent with the substantial cost and construction impacts involved. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, for more detailed information.</p>
<p>Teresa Southard Comment #152</p> <p>Comment #152-1</p>	<p>As a homeowner along the 36 corridor, I feel it will be a necessity to have a noise barrier between 36 and the adjoining neighborhoods as you enter Boulder (ie. Frasier Meadows to the south). Noise pollution is already a serious problem in this neighborhood, especially at the higher 65 mph speed limit, and we are very concerned about it getting worse. Our neighborhood is very close to the highway, but there are no burms or trees or sounds barriers of any kind. It directly affects our quality of life and home values. While I am sure that sound barriers add significant costs to the project, I truly believe they are a necessary element in balancing the needs for mass transit, with the quality of neighborhood life once commuters get home! Thank you. Teresa Southard</p>	<p><b>Response to Comment #152-1:</b> See response to Comment #16-16 for more information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17. For information on berms, see response to Comment #14-21.</p>
<p>Mark Stangl Comment #153</p> <p>Comment #153-1</p>	<p>At the Last DEIS meeting in Boulder over by a show of hand 75% of participants came because they were concerned only about noise currently coming from US36. Many folks in Boulder will oppose the entire project until these issues are addressed. Our area of concern is the section between Table Mesa Drive and Baseline, currently a 65 MPH speed zone. Even if a sound wall can be funded and built it must extend to Baseline and the speed limit must be lowered to 55MPH to be effective. CDOT has shown a total lack of concern about this issue. All the study sessions are a waste of time based on your response. I will oppose the entire project based on this plan and lobby for a sound wall and a lowering of the speed limit. We do not need more traffic entering Boulder. We need more an more effective public transportation. Build the roads and the cars will come. Mark Stangl, President 303499-3163 Martin Acres Neighborhood Association (MANA)</p>	<p><b>Response to Comment #153-1:</b> See response to Comment #16-16 for more information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17. The land use assumptions are the same for each of the packages, including Package 1 (No Action). Therefore, the total number of trips originating and terminating in Boulder are the same for each package. The differences between the packages is in how those trips are made. The route selected, the mode selected, and the length of time that it would take to make those trips is what would be different between the packages.</p>



Commenter	Comment	Response to Comment
<p>Gail Stembel Comment #154 Comment #154-1</p>	<p>I have submitted a written memo -- it was given to the sign-in desk. I do not feel that taking homes from residents on South side of US 36 is fair. If you travel to Boulder from Denver, it seems like there would be less home owners effected by taking the North side - Sure there are apartments, but not as many home owners. I feel that it would be easier to move as a renter than relocate as an owner. Please reconsider.</p>	<p><b>Response to Comment #154-1:</b> The US 36 proposed improvements generally follow the existing centerline of the highway. In Package 2 and Package 4 in the area from Federal Boulevard to Pecos Street, the centerline was shifted to the south to avoid displacing approximately 100 residences on the north side of US 36. This area has the greatest population of minority persons and low-income households in the corridor. For the Combined Alternative Package (Preferred Alternative), the centerline shift would not be required due to reduced highway width in this section.  The ROW and property impacts in this area have been reduced in the Combined Alternative Package (Preferred Alternative). See Section 4.4, Right-of-Way and Relocations. See also the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more detailed information.</p>
<p>Blaise Stephanus Comment #155 Comment #155-1</p>	<p>Pioneer - Clay Street Neighborhood - Just east of the intersection of Jay Road and the Diagonal is 55th Street (south of the Diagonal) is the Pioneer - Clay Street area. In the 1960s a neighborhood of houses were built adjoining the Rail line. For over forty years this neighborhood has offered the benefits of a rural environment while still being close to metro Boulder. Although the railroad line adjoining this neighborhood has been used for freight service FasTracks will greatly expand its usage. This will result in substantially more noise, which will adversely effect our resident's enjoyment of its property and will also negatively impact property values. The property owners of this neighborhood request that a quiet zone be established from Jay Road to North of Celestial Seasonings. We also request that noise barriers be constructed on the land North of Pioneer Street. I will be happy to talk FasTracks about the details of our request any time after September 17, 2007.</p>	<p><b>Response to Comment #155-1:</b> This comment is in regards to FasTracks Northwest Rail Corridor Project and has been forwarded to RTD.</p>

Commenter	Comment	Response to Comment
<p>Alan Streater II Comment #156</p> <p>Comment #156-1</p> <p>Comment #156-2</p> <p>Comment #156-3</p>	<p>I do not support either of the build options as described in the draft EIS (DEIS). The region is now again (still actually except for improper machinations of the EPA) a non-attainment region for clean air, and both build options presented will significantly add to our regional air pollution, both from initial construction and from the extra traffic that the expanded highway will generate. A record of decision that names either of the two options presented as the preferred alternative would not be appropriate at this time because there is no identified probable funding source for the cost, which is in both cases projected to be over \$2 billion. It may be possible to make a reduced record of decision on only the BRT lanes and the bike path. The BRT lanes and bike path could be built in a way that would benefit the region and might not significantly increase the net environmental load on the region. There is a clearly identified source of funding for this in the FasTracks funding that was approved by the voters. Although the funding for the bike path has not been properly identified, the total cost is quite low and CDOT should be able to commit to funding the bike path with a small fraction of money that was committed to funding part of the additional general-purpose lanes. This would require a thorough evaluation of the net environmental impact of a BRT+bikepath-only option, and then the release a new DEIS with this option for public comments. (comments to be continued in a second submission)</p>	<p><b>Response to Comment #156-1:</b> See response to Comment #73-4 and general human health response in the Clarification and Detail for Common Comments section of this volume.</p> <p><b>Response to Comment #156-2:</b> As noted, the Combined Alternative Package (Preferred Alternative) is not fully funded in the 2035-planning horizon and must be phased over time to fit the available revenues. In November 2008, the US 36 PAC came to an agreement on phasing the project improvements which emphasizes completing the new managed lanes (one in each direction) for the entire US 36 corridor from Federal Boulevard to Foothills Parkway as a first priority.</p> <p>See Chapter 8, Phased Project Implementation, for more detailed information. Also, see the general funding response and general bikeway response in the Clarification and Detail for Common Comments section of this volume for more information.</p> <p><b>Response to Comment #156-3:</b> In the development of the project alternatives, it was determined that a multi-modal package of several different improvements would be needed to address the project Purpose and Need. The various packages were assembled with different elements to highlight differences in the ability of the packages to address these needs. A BRT plus bikeway only alternative would not best meet the defined project Purpose and Need. However, both the BRT and bikeway elements were deemed to be valuable and desirable, and are therefore included in all the build alternatives.</p>

Commenter	Comment	Response to Comment
<p>Comment #156-4</p>	<p>The unresolved issue of the alignment of the bike path between Cherryvale and Table Mesa Drive (South Boulder Road) should be resolved by adopting the more direct route along the highway. The environmental impacts from the bike lane would probably pale in comparison with the impacts from the so-called auxiliary lanes that CDOT is planning in this same section. The DEIS seems to ignore the impacts of the auxiliary lanes that CDOT promotes while the DEIS includes the same environmental impacts for the bike path that CDOT clearly would rather shunt around in a circuitous route. The impacts of both the bike path and the auxiliary lanes should be evaluated and compared. The additional traffic impacts to intersections in Boulder that are downstream to the auxiliary lanes should clearly delineate and included in all discussion of the merits of the auxiliary lanes. The public process for the US 36 improvements started out pretty good, resulting in a locally-preferred alternative that seemed to be a good compromise between the affected local governments. More recently the process has been a mess. In developing the EIS, CDOT dropped several important components from the original locally-preferred alternative. All of the concessions that Boulder made in forming the agreement were kept and the few important issues that the City of Boulder were to get in return have been lost. In this way the original agreement was violated and the City of Boulder has been cheated. Finally the limitation on the length of comments the web-page form is very discouraging to citizens who wish to comment. I planned to submit these comments (which are barely over a single page) in this way, and now at the last minute I find that I cannot do so. It is not clear at this point whether I can submit these comments by the deadline. I might or might not have time to even try.</p>	<p><b>Response to Comment #156-4:</b> As part of the Combined Alternative Package (Preferred Alternative) process, the US 36 bikeway alignment was selected in this section because it better serves the transportation goals of the project. Efforts to further minimize the impact of the US 36 adjacent alignment will be incorporated through the final design process. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p>The auxiliary lanes are evaluated in the EIS. See the discussion of the auxiliary lanes in Section 2.7, Resolution of Issues.</p>
<p>Comment #156-5</p>	<p>The unresolved issue of the alignment of the bike path between Cherryvale and Table Mesa Drive (South Boulder Road) should be resolved by adopting the more direct route along the highway. The environmental impacts from the bike lane would probably pale in comparison with the impacts from the so-called auxiliary lanes that CDOT is planning in this same section. The DEIS seems to ignore the impacts of the auxiliary lanes that CDOT promotes while the DEIS includes the same environmental impacts for the bike path that CDOT clearly would rather shunt around in a circuitous route. The impacts of both the bike path and the auxiliary lanes should be evaluated and compared. The additional traffic impacts to intersections in Boulder that are downstream to the auxiliary lanes should clearly delineate and included in all discussion of the merits of the auxiliary lanes. The public process for the US 36 improvements started out pretty good, resulting in a locally-preferred alternative that seemed to be a good compromise between the affected local governments. More recently the process has been a mess. In developing the EIS, CDOT dropped several important components from the original locally-preferred alternative. All of the concessions that Boulder made in forming the agreement were kept and the few important issues that the City of Boulder were to get in return have been lost. In this way the original agreement was violated and the City of Boulder has been cheated. Finally the limitation on the length of comments the web-page form is very discouraging to citizens who wish to comment. I planned to submit these comments (which are barely over a single page) in this way, and now at the last minute I find that I cannot do so. It is not clear at this point whether I can submit these comments by the deadline. I might or might not have time to even try.</p>	<p><b>Response to Comment #156-5:</b> Additional traffic impacts to Boulder intersections were shown (in a separate detailed analysis) to be minimal. According to federal procedures for environmental analysis, the same land use assumptions are to be used for all alternatives. As such, the proposed additional lanes would not change the total amount of traffic generated in Boulder because the total number of origins and destinations within a transportation analysis zone are the same. In general, additional capacity on US 36 means regional traffic use local surface streets as much. Some intersections would experience slightly more traffic, but others would experience less. Overall, the amount of traffic coming into and out of Boulder would be about the same under each alternative.</p>
<p>Comment #156-6</p>	<p>The unresolved issue of the alignment of the bike path between Cherryvale and Table Mesa Drive (South Boulder Road) should be resolved by adopting the more direct route along the highway. The environmental impacts from the bike lane would probably pale in comparison with the impacts from the so-called auxiliary lanes that CDOT is planning in this same section. The DEIS seems to ignore the impacts of the auxiliary lanes that CDOT promotes while the DEIS includes the same environmental impacts for the bike path that CDOT clearly would rather shunt around in a circuitous route. The impacts of both the bike path and the auxiliary lanes should be evaluated and compared. The additional traffic impacts to intersections in Boulder that are downstream to the auxiliary lanes should clearly delineate and included in all discussion of the merits of the auxiliary lanes. The public process for the US 36 improvements started out pretty good, resulting in a locally-preferred alternative that seemed to be a good compromise between the affected local governments. More recently the process has been a mess. In developing the EIS, CDOT dropped several important components from the original locally-preferred alternative. All of the concessions that Boulder made in forming the agreement were kept and the few important issues that the City of Boulder were to get in return have been lost. In this way the original agreement was violated and the City of Boulder has been cheated. Finally the limitation on the length of comments the web-page form is very discouraging to citizens who wish to comment. I planned to submit these comments (which are barely over a single page) in this way, and now at the last minute I find that I cannot do so. It is not clear at this point whether I can submit these comments by the deadline. I might or might not have time to even try.</p>	<p><b>Response to Comment #156-6:</b> Comment noted. The city of Boulder has participated in the development of the EIS and was included in the PAC which identified the Combined Alternative Package (Preferred Alternative) described in Section 2.6, Package Descriptions.</p>
<p>Comment #156-7</p>	<p>The unresolved issue of the alignment of the bike path between Cherryvale and Table Mesa Drive (South Boulder Road) should be resolved by adopting the more direct route along the highway. The environmental impacts from the bike lane would probably pale in comparison with the impacts from the so-called auxiliary lanes that CDOT is planning in this same section. The DEIS seems to ignore the impacts of the auxiliary lanes that CDOT promotes while the DEIS includes the same environmental impacts for the bike path that CDOT clearly would rather shunt around in a circuitous route. The impacts of both the bike path and the auxiliary lanes should be evaluated and compared. The additional traffic impacts to intersections in Boulder that are downstream to the auxiliary lanes should clearly delineate and included in all discussion of the merits of the auxiliary lanes. The public process for the US 36 improvements started out pretty good, resulting in a locally-preferred alternative that seemed to be a good compromise between the affected local governments. More recently the process has been a mess. In developing the EIS, CDOT dropped several important components from the original locally-preferred alternative. All of the concessions that Boulder made in forming the agreement were kept and the few important issues that the City of Boulder were to get in return have been lost. In this way the original agreement was violated and the City of Boulder has been cheated. Finally the limitation on the length of comments the web-page form is very discouraging to citizens who wish to comment. I planned to submit these comments (which are barely over a single page) in this way, and now at the last minute I find that I cannot do so. It is not clear at this point whether I can submit these comments by the deadline. I might or might not have time to even try.</p>	<p><b>Response to Comment #156-7:</b> Opportunities to comment on the DEIS were provided by submitting a comment through the project website, by phone, in writing/by mail, in writing on comment forms, or verbally at the US 36 public hearings.</p> <p>Although the web-form to submit a comment did have a 2,560-character limit, multiple forms could be used for comments exceeding the limits, or comments could be submitted using other methods as listed in the above paragraph.</p>

Commenter	Comment	Response to Comment
<p>Elizabeth Talkington                      Comment #157                      Comment #157-1</p>	<p>I live on Entwaw Dr (on the 36 side) which is the next street in from Apache Dr. In warm weather it can be very difficult to sleep with the windows open, due to the noise from 36. If I understand correctly, there will be a wall going up at some point. It is mine and my neighbors hope that, in addition, the speed limit can be reduced by 10 or 20 mph between Table Mesa and Baseline.</p>	<p><b>Response to Comment #157-1:</b>                      See response to Comment #16-16 for more information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17.</p>
<p>Bob Ternes                      Comment #158                        Comment #158-1</p>	<p>In the years since I've moved to my house (I am an owner and a long-term stakeholder in the neighborhood), the speed limit has been raised to 65, causing a probably unlawful amount of noise in our backyard. I was aware of the highway upon moving in, and so I'm not shocked that it's loud; however, with the raising of the speed limit, the noise has become orders of magnitude louder. That said, I am shocked that a proposed sound wall would not be extended to the Baseline Interchange, at least on the west side of the highway. To not extend such a wall north would be completely ignorant of the Baseline onramp, which generates a large portion of my property's perceived noise, as vehicles entering the highway rapidly gain speed to merge with traffic going, at times, 70 MPH. In fact, the soft roar of steady traffic is somewhat tolerable - the worst offender for incremental noise in my backyard is traffic (and especially motorcycles with un-muffled exhausts) getting up to speed from the onramp. Please, extend any sound wall all the way north to Baseline - anything else ignores the worst part of the problem. Thank you for the effort to remediate this problem and the unlawful amount of noise it produces.</p>	<p><b>Response to Comment #158-1:</b>                      See response to Comment #16-16 for more information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17.</p>
<p>Mary Trembour                      Comment #159                      Comment #159-1</p>	<p>This is a plea to make the US 36 sound barrier wall run the whole length from the Baseline exit to the Table Mesa exit. This would make it helpful for all of Martin Acres, not just the southern half. Thank you.</p>	<p><b>Response to Comment #159-1:</b>                      See response to Comment #16-16 for more information on the location of sound walls in this area.</p>

Commenter	Comment	Response to Comment
<p>Eric Trujillo Comment #160</p>	<p>In what segment does the Shaw Heights Neighborhood fall within? This neighborhood is north of US36, east of Sheridan, south of 88th Ave. It is also adjacent to the Rotary Park. It is Westminster, Unincorporated Adams County. From what I've read, it doesn't look like we've been included in the Adams or the Westminster segment. The impact to this neighborhood, other than Rotary Park, has not been identified? There is a whole street of homes that would have to be relocated (these homes are located on Wagner Drive, running parallel to US36). There are also a few homes adjacent to Oakwood Park on Oakwood Drive running parallel to US36 that fall within the neighborhood. I have contacted the Mayor of Westminster to make sure this neighborhood has adequate local government representation. How are the unincorporated areas of Adams County being treated? Currently some are falling in the Adams segment, but what segment are the rest fitting in? I don't believe the Westminster segment boundaries have been properly defined. Also, what specific public involvement outreach has been directed to the Shaw Heights Neighborhood? Many of the neighbors I've spoken to, did not know anything about this project and did not know about the public meetings. I will not allow this neighborhood to be the Bermuda triangle of the project. We will be directly impacted and should be actively involved in the planning process and the entities and local governments involved will not forget about our needs. The ROW specialists should be assigned to the homes now. Even though funding does not exist for the US 36 project yet, the ROW residences have already been financially plighted as their homes have been identified in the plan. Homeowners can not sell without disclosing this ROW fact, property values are already affected. The project has marked these homes with an "X", yet has no real timeline or funding, to properly assist these homeowners. So the "US36 Corridor Project black cloud" will indefinitely loom over their heads. I would appreciate a direct response to the Segment Classification questions I posed above.</p>	<p><b>Response to Comment #160-1:</b> The segment boundaries generally follow the jurisdictional boundaries, but not always. The corridor was divided into manageable and meaningful segments to be used for analysis purposes. Other geographic or traffic-related issues were also considered in generating the segments for the corridor. The segments were named based on the predominant jurisdiction within that particular segment. The Shaw Heights neighborhood is in the Adams Segment of the EIS. For a specific listing of properties that would be impacted as a result of the Combined Alternative Package (Preferred Alternative), see Section 4.4, Right-of-Way and Relocations. Also see Section 2.6, Package Descriptions, for a description of the segment boundaries.</p> <p><b>Response to Comment #160-2:</b> The Shaw Heights neighborhood was included in an area of the corridor defined as an Environmental Justice community. Specific outreach was conducted to introduce or increase awareness of the project, to gather community information, and to identify questions and concerns regarding the project and follow-up activities for outreach.</p> <p>Outreach activities included a series of public meetings with businesses, schools, neighborhood associations, churches, recreation/community centers, and individuals; and informational flyers being distributed at churches, schools, community/recreation centers, and libraries.</p> <p>Members in this area remain on the US 36 contact list and receive all project updates. This segment of the corridor will continue to be involved in the project through specific public involvement strategies. The interests and concerns of this area are also represented by its specific representative on the US 36 PAC.</p>
<p>Comment #160-1</p>		
<p>Comment #160-2</p>		
<p>Comment #160-3</p>		

Commenter	Comment	Response to Comment
<p>Doris Turner Comment #161</p> <p>Comment #161-1</p>	<p>Please post the speed limit at 55 mph like it was a few years ago on US 36 coming into Boulder. The area starting at Table Mesa to Baseline should be used to slow traffic coming into the city. It would also help with noise reduction and would not cost much to change the speed limit.</p>	<p><b>Response to Comment #160-3:</b> Unfortunately, providing landowners with knowledge that all or a portion of their property may be acquired by a proposed future transportation project can negatively impact a property's marketability. However, public disclosure of proposed transportation improvements and public involvement in the shaping and definition of such improvements is a critical component of large capital improvement projects. A real estate specialist will not be assigned to individual homeowners until a project is approved (if a project is approved) and funded for ROW acquisition. If you have questions about the ROW acquisition/relocation process, such questions can be directed to Greg Jamieson, CDOT Region 6 ROW Manager, at 303-757-9917.</p> <p><b>Response to Comment #161-1:</b> For information on speed reduction, see response to Comment #25-17.</p>
<p>Pat Wales Comment #162</p> <p>Comment #162-1</p>	<p>After reviewing the DEIS, my preferred alternative is Package 4. My reasons are as follows: 1. Package 4 is the only logical choice because it is superior to Package 2 in terms of overall speed and level of service, it has a lower environmental impact, and it costs less to build and to maintain. 2. Package 2 attempts to selectively reduce highway use by charging a toll, thereby eliminating drivers who cannot afford to pay. This ignores the basic reason for building a highway -- that is, to facilitate traffic movement among all that need to travel. In fact, Package 2 will likely impact local communities negatively by forcing onto local streets those drivers who won't pay the toll. Furthermore, it unfairly adversely impacts lower-income drivers and those whose work depends on driving commercial vehicles. For these reasons, Package 4 is not only the superior choice, it is the only appropriate response to the need of the Denver community and surrounding cities to reduce congestion and improve traffic movement and speed.</p>	<p><b>Response to Comment #162-1:</b> Comment noted. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p>
<p>Lowell Weibel Comment #163</p> <p>Comment #163-1</p>	<p>First of all!! When will construction begin?? So that I can make plans for the rest of our lives. If you have an answer please contact me.</p>	<p><b>Response to Comment #163-1:</b> See response to Comment #156-2.</p>

Commenter	Comment	Response to Comment
<p>Lowell Weibel Comment #164 Comment #164-1</p>	<p>When (after funding has been obtained) will property be acquired? and construction begin? Also the relocation assistance program book is 20 years OLD prices have increased just by inflation. They will have to be adjusted, to be fair and equitable.</p>	<p><b>Response to Comment #164-1:</b> CDOT will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to ensure fair and equitable treatment of property owners. This includes notification procedures. CDOT will also continue to communicate with property owners throughout the project. When funding for ROW acquisition is obtained, the property acquisition process can begin immediately for properties that require total acquisition of the entire ownership. Partial acquisitions will start later (usually about 6 to 9 months later), because completion of some engineering design will be required to determine the extent of the partial acquisition.  Unfortunately, some of the limits for payment of relocation benefits were established by Congress in 1970, when the federal law creating relocation benefits was enacted. Such limits have not been revised to reflect the current economic market realities. Only Congress can modify these limits.</p>
<p>Jane Witt Comment #165 Comment #165-1</p>	<p>The impact on our neighborhood will be disastrous. Why not go on the north side of 36 there where there are fewer homes.</p>	<p><b>Response to Comment #165-1:</b> See response to Comment #154-1.</p>
<p>Michael Younce Comment #166 Comment #166-1</p>	<p>Even though it costs more, I support Package 2. The options in Package 2 encourage carpooling, and hopefully discourage growth. Package 4 adds more GP lanes, which only encourages more vehicles on the road. (Just look at T-REX. All those GP lanes were at capacity the day the project finished.) Not only that, more available "free" lanes will invariably lead to more sprawl in the already-sprawling project area.</p>	<p><b>Response to Comment #166-1:</b> Comment noted. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p>

Commenter	Comment	Response to Comment
<p>Greg Ziebold Comment #167</p> <p>Comment #167-1</p>	<p>I am concerned about the increased noise with both Plans 2 &amp; 4. I have reviewed Section 4.13 of the EIS on noise and have a couple of questions. It appears the dBA readings in Table 4.13-1: Summary of Existing Highway Noise Level Measurements do NOT match the dBA readings in Figure 4.13-3: Location of Existing Noise Level Measurements. Is this because these are different readings that were taken? Our house is located at M15 (Stoneham Street) in Superior. I see from Table 4.13-1 that the existing dBA reading was 64, right at the border of the 66 dBA cutoff. And I can state that noise levels are indeed very high here already and would only worsen with implementation of Plans 2 or 4. The open field adjacent to these homes provides no buffer for noise and depending on wind conditions; noise very easily carries across that field with no barrier to stop it. In addition, there may, at some future time, be further development on these undeveloped lands that may be impacted. I would like to request that continuing further study be done to determine if mitigation would be needed.</p>	<p><b>Response to Comment #167-1:</b> As part of the FEIS the noise analysis is being updated for the Combined Alternative Package (Preferred Alternative). The FEIS will document potential impacts to noise sensitive receptors as a result of the Preferred Alternative. The noise study, which is completed in accordance with CDOT and FHWA regulations, evaluates existing potential noise sensitive receptors and those that may be under construction. The study does not evaluate potential developments that may occur in the future.</p> <p>Table 4.13-1, Summary of Existing Highway Noise Level Measurements, is correct, Table 4.13-3, Number of Residences Impacted by Highway Noise, has been updated in the FEIS so that these tables are now consistent with each other.</p> <p>Also see Section 4.13, Noise, for more information.</p>
<p>Jonathan Zylthon Comment #168</p> <p>Comment #168-1</p>	<p>Do I understand that the rail portions of the improvements to this corridor are funded and the highway improvements are not funded? Basically I will see rail improvements in my lifetime but not highway improvements???? Why don't we raise the gas tax to actually make this happen!</p>	<p><b>Response to Comment #168-1:</b> The Northwest Rail Corridor Project is included in the No Action Package for the US 36 project and is funded through the RTD FasTracks Program. Also, see response to Comment #47-1.</p> <p>Currently, CDOT does not have the authority to raise gas taxes. Pursuant to TABOR, also known as Article X, Section 20 of the Colorado Constitution, any tax increase requires voter approval. This would require a statewide vote. There are two ways a ballot issue to increase the statewide gas tax could go to the voters. First, the General Assembly could pass a bill establishing the tax rate increase and refer it to voters for approval. This is called a "referendum." Second, a citizens group could initiate a ballot measure by getting signatures to put a tax increase on the ballot. This is called an "initiative."</p>



Commenter	Comment	Response to Comment
<b>PUBLIC – VERBAL COMMENTS AT PUBLIC HEARINGS</b>		
<p>Chuck Attardo Comment #169</p>	<p>All right. I would like to say that Sandi Kohrs, Irena Molas -- M-o-l-a-s -- and Gina McAfee have done a fabulous job on this project.</p>	<p><b>Response to Comment #169-1:</b> Comment noted.</p>
<p>Clara Benet-Hill Comment #170</p>	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing:</p>	<p><b>Response to Comment #170-1:</b> The Northwest Rail Corridor Project is included in the No Action Package for the US 36 project and is funded through the RTD FasTracks Program. Also, see response to Comment #47-1.</p>
<p>Comment #170-1</p>	<p>Hi. I'm Clara Benet-Hill from Westminster. Okay. Why do you want to add more lanes to U.S. 36? Aren't you going to have the FasTracks along there? Don't you want to encourage people to use that FasTracks?</p>	<p><b>Response to Comment #170-2:</b> CDOT cannot provide legal advice or tax advice because the legal and tax ramifications of any person or business are usually a function of the unique considerations and circumstances of the person or business. Such questions should be directed to experts in these fields.</p>
<p>Comment #170-2</p>	<p>Another thing is, if you do take my property, what will happen with my property tax? Right now, I get a reduced rate because I'm a senior citizen. So how will that be impacted?</p>	<p><b>Response to Comment #170-3:</b> Fences within CDOT ROW are the responsibility of CDOT. To request maintenance or report a broken or downed fence, contact the CDOT Region 6 maintenance office at 303-757-9514. See the response to Comment #54-1 for information about CDOT mowing policies. See also the general Combined Alternative Package (Preferred Alternative) response and also the general funding response.</p>
<p>Comment #170-3</p>	<p>Another thing, CDOT wants to spend millions and billions of dollars. Well, along U.S. 36, earlier this year two sections of the fence were knocked down during the snow removal and they're still down. The weeds are up to my thighs; they haven't cut them. So why do they want to spend all this money and they can't maintain what they already have? So that's my comment.</p>	<p><b>Response to Comment #170-3:</b> Fences within CDOT ROW are the responsibility of CDOT. To request maintenance or report a broken or downed fence, contact the CDOT Region 6 maintenance office at 303-757-9514. See the response to Comment #54-1 for information about CDOT mowing policies. See also the general Combined Alternative Package (Preferred Alternative) response and also the general funding response.</p>

Commenter	Comment	Response to Comment
<p>Mike and Kay Castillo Comment #171</p>	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing: Kay. Mike. 76<sup>th</sup> and Hooker. My comments are: Nothing addresses human health, nothing addresses any environmental trees, nothing addresses vibration. You haven't addressed -- you haven't notified each homeowner that's possibly going to be affected. I talked to all of my neighbors, and none of them knew about what this was about, and they're right in the area. The City of Westminster has done a really -- the City Councilor the city government hasn't been -- I don't -- I don't -- Supportive. Supportive of any of its residences. They referred to the outside -- you know, the smaller byways, you know, timing of lights and all that; and as far as I can see, CDOT's doing a lousy job on the light control.</p>	<p><b>Response to Comment #171-1:</b> See responses to Comment #73-1 and Comment #74-1. For information on project notification and public outreach, see Chapter 6, Public Involvement Program.</p>
<p>Comment #171-2</p>	<p>I've personally talked to Jeff Lancaster -- McAllister, and I finally gave up because he couldn't get the light straight on 80th and Federal. And this was, like, I don't know, a two-year period. I gave up, like, five years ago. And the lights are still all screwed up at 80th and Federal, 76th and Federal, and 72nd and Federal. So as far as I'm concerned, they're doing a very lousy job. And I would like to know a response to -- their answer to that. Thank you.</p>	<p><b>Response to Comment #171-2:</b> When a corridor has a lot of traffic signals, it is usually difficult to coordinate traffic in both directions at the same time. CDOT attempts to balance the coordination needs of the traffic on the main street with the need to provide good access to side-street traffic so drivers can get to the main street without too much delay. The reality is that in a corridor with dense land uses and many signals, like this portion of Federal Boulevard, it is not possible to meet both of these goals perfectly.</p>

Commenter	Comment	Response to Comment
<p>36 Commuting Solutions, Audrey DeBarros Comment #172</p> <p>Comment #172-1</p>	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing: My name is Audrey DeBarros. I'm executive director of 36 Commuting Solutions. We're a nonprofit public-private partnership. Our membership consists of the local governments between Boulder and Westminster and about 30 private-sector businesses; in total, representing about 25,000 employees. And tonight I wanted to tell you that 36 Commuting Solutions strongly believes there is a need for transportation improvements to the U.S. 36 corridor. As the DEIS points out, the projected employment and population along the corridor will dramatically increase between now and the year 2030. If no action is taken, traffic will significantly back up and impact local street systems. The existing system is not safe and reliable and doesn't offer competitive travel choices. 36 Commuting Solutions recognizes that there is significant challenges to identifying funding for the completion of the project, and we very much support the implementation of phases. An initial suggestion of how to approach a phase would be the Urban Partnership Agreement in which we, the corridor, applied for through the U.S. Department of Transportation in April of this year. Key elements of that proposal included one buffer separated lane in each direction for carpools -- vanpools and buses travel free -- and for single-occupant drivers to pay a fee based upon congestion levels. It also included in-line bus rapid transit stations, interchange improvements, a bikeway along the corridor, funding for a bikeway, and transportation demand management. Comments specific comments to the existing packages, which we oppose, and are very concerned about, are in Package 2: the barrier separation. We are very concerned about the limited access for employment and economic development of the corridor through the barrier separation. We are also concerned about the drop ramps located at Midway Boulevard and Westminster Boulevard. We also are concerned about HOV access in P-2. And both in P-2 and in P-4 we are concerned about the BRT lanes because they do not connect all the way to Table Mesa in Boulder, which is the primary activity center and connection to the local street network. 36 Commuting Solutions is supportive of HOT lanes, or high-occupancy toll lanes, as long as they are focusing on managing congestion rather than tolling for revenue. And it must support expanding travel choices for bus rapid transit and be free for HOVs. Lastly, we very much support the funding and the implementation of transportation demand management both to mitigate congestion during construction as well as for the long-term system performance. Thank you</p>	<p><b>Response to Comment #172-1:</b> Comment noted. See response to Comment #18-1. Also, see the general funding response in the Clarification and Detail for Common Comments section of this volume.</p>

Commenter	Comment	Response to Comment
<p>Sam Dixon Comment #173</p>	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing: Sam Dixon, city of Westminster citizen.</p>	
<p>Comment #173-1</p>	<p>I'm for Package 4, for the most part, of what I see today; however, I do think that there are elements of both of them that could be worked into each other. And so hybrid would be in my -- I would favor a hybrid of some of the elements of all of them.</p>	<p><b>Response to Comment #173-1:</b> Comment noted. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more detailed information.</p>
<p>Comment #173-2</p>	<p>I think one of the main things that I consider an important thing in this project is the citizens of Westminster. One thing is their health. Their health is being totally affected by the amount of traffic on 36 at the moment, and it's side by side and it's slow.</p>	<p><b>Response to Comment #173-2:</b> See response to Comment #173-4. Also see the general human health response in the Clarification and Detail for Common Comments section of this volume.</p>
<p>Comment #173-3</p>	<p>And I happen to take that route a lot these days. I'm back to working full time, which is a real chore. But anyhow, it's -- it's awful. And the pollution that is caused by that slow of traffic is absolutely unacceptable to our citizens.</p>	<p><b>Response to Comment #173-3:</b> See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume. For a more detailed description of the Preferred Alternative, see Section 2.6, Package Descriptions.</p>
<p>Comment #173-4</p>	<p>The other thing that I think is important is that the access of the citizens is one of the prime reasons, and the barriers just do not allow for that access for our citizens; so I'm against the barriers. And the Westminster Boulevard ramp is shuddering. It makes me shudder, at least. So I'm -- I'm open to anything that affects the citizens of Westminster. I think our Mayor mentioned the fact there's a great deal of Westminster affected by this, and some of it is called Adams County, but it's Westminster residents. We have the longest, probably, amount of roadway along the borders of the Westminster area. Thank you.</p>	<p><b>Response to Comment #173-4:</b> Drop-ramps as shown to Westminster Boulevard in Package 2 are no longer included in the current alternative that is being considered, the Combined Alternative Package (Preferred Alternative).</p>
<p>Mike Fellows Comment #174</p>	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing: Thank you for the opportunity of being able to provide comments and feedback for DEIS. My name is Mike Fellows, and I work for MWH Global, Inc., located in Broomfield, Colorado. MWH is a private employee-owned firm with approximately 6,000 employees worldwide. The company provides water, wastewater, energy, natural resources, consulting and construction services to global clients. We have approximately 250 staff in our Broomfield headquarters and an additional hundred personnel located in the shared-services center in Westminster. The vast majority of our people use the U.S. 36 corridor to commute to work; therefore, We're extremely interested in the outcome of the DEIS. We strongly believe there is a significant need for transportation improvements along U.S. 36. Both from personal and staff observations, we've seen a significant increase in traffic volume along 36 in recent years, with increased levels of disruption. However, we also recognize that due to funding limitations, we must support a phased implementation program for transportation improvements.</p>	
<p>Comment #174-1</p>		<p><b>Response to Comment #174-1:</b> Comment noted. See response to Comment #18-1.</p>

Commenter	Comment	Response to Comment
<p>Comment #174-1 (cont.)</p>	<p>We like parts of both Packages 2 and 4, and therefore would support the development of a hybrid alternative.</p> <p>Further analysis obviously needs to be done to determine the ultimate configuration. Key elements we would want to include in a hybrid alternative would include a multimodule package that is bikeway, bus rapid transit, carpooling, general purpose, and managed travel lanes, and transportation demand management, as has been outlined in various options.</p> <p>We'd like to see a priority placed on BRT and carpooling options and approaches that provide flexibility in managing the corridor performance over the long term. In Package 2, we're very concerned with the impact of the various separated express lanes, which we feel will restrict corridorwide access to existing access locations. We support the concept of high-occupancy toll if it is focused on managing traffic capacity to maximize system performance. And additionally, these high-occupancy toll lanes must support expanded travel choices for the BRT and high-occupancy vehicles.</p> <p>Again, our biggest concern, as stated, with Package 2 is with the barrier-separated express lanes. We find this unacceptable to -- to expect an impact on the corridorwide access to existing access points.</p> <p>We strongly support the timely reconstruction of designated interchanges along U.S. 36 corridor, particularly the Wadsworth interchange.</p> <p>We support the continued -- continuation of the BRT travel lane to Table Mesa and not into the Cherryvale Road; and we prefer the U.S. 36 bikeway alignment, providing a shorter distance.</p> <p>Thank you.</p>	
<p>Harlan Garcia Comment #175</p> <p>Comment #175-1</p>	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing:</p> <p>My name is Harlan Garcia. We live along Highway 36.</p> <p>Everybody's addressed what's happening with them and the highway. Nobody's addressed what's happening to the people living there. I think we should be added to that endangered species along with mice and flowers, because nobody says anything about us losing our homes. Just like the one gentleman said about that eminent domain: I think that ought to be thrown out, in the first place. That's unconstitutional, as far as I'm concerned.</p> <p>And nobody's said anything about when we lose our home, that we have to disclose -- we can't sell our homes anymore.</p> <p>Everybody's worried about how fast they're getting back and forth. What about the people that live there? Nobody's addressed that, or how much money we're going to lose.</p>	<p><b>Response to Comment #175-1:</b> See responses to Comment #89-1 through #90-1.</p>

Commenter	Comment	Response to Comment
<p>Sharon Garcia Comment #176</p>	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing: My name is Sharon Garcia. I live at 2274 Krystal Way, Denver, 80221. I'm speaking on behalf of my husband and myself. He signed a letter I'm going to submit, as well. As homeowners along U.S. 36, we are very concerned about the prospect of having construction done on this highway. We have already been impacted severely by just the possibility. Our lives have been impacted in a very negative way. We feel that our homes have already been devalued tremendously due to the fact that we must disclose to prospective buyers the possibility that Highway 36 improvements may take place in the future. That is very unfair to us as homeowners when you don't even have the funding set in place. We believe we shouldn't be undergoing all of the stress, fatigue, unhappiness, and worry that has been created by the possibility that Highway 36 may be undergoing improvements. We feel we can't even move forward in our lives by investing any further monies in our homes for improvements due to the uncertainty. We feel that even before anything has even gotten started with the construction, our health, quality of life, and financial situation have been jeopardized. It is like living with a terminal illness: wondering when and if this project will take place and what will be the cost/impact once that day comes. It is really shameful how negligent you have been in addressing our concerns and needs. Our homes in the Crystal Subdivision are only eight years old. We feel that the investment we made just eight years ago has gone down the tubes. That, in plain English, is not fair. Then there is talk that you may be taking 10 homes rather than all 15 that are in the subdivision. When we purchased our home, we bought on the south side of the street so that we would be further away from U.S. 36. Now the proposal is to place the remaining five homes next to the highway. I can only stress again what a negative impact this is on our lives both medically and financially. What do you plan to do to compensate those left behind? We already fear for our health at the present time with all of our worries, but what will become of our health once the work begins? We will be subjected to so much noise and air pollution. We will experience double hazards because of the construction on the highway and the demolition of homes that will be taking place to allow for the expansion. We were living here when the last work was done on Highway 36.</p>	<p><b>Response to Comment #176-1:</b> See responses to Comments #89-1 through #90-1.</p>


Commenter	Comment	Response to Comment
<p>Comment #176-1 (cont.)</p>	<p>The noise, dust, and vibration of equipment were almost intolerable. Not only do we feel that our health is jeopardized, but the stability of our home is jeopardized, as well, due to all of the equipment that will be used in the process. We feel that living here while the work is being done would be very detrimental to our well-being. We feel that our lives have already been compromised, and there needs to be some answers for us and not a lot of double talk. The financial and medical impact on our lives must be addressed and acknowledged.</p> <p>What I didn't say before is that we would rather our home be gone with the other 10. Theirs is homes in one neighborhood. They're talking 10, leaving five. We want out home to be gone too. We do not want to be left behind in a neighborhood that we didn't buy in to. Thank you. Sharon Garcia. We live in the Krystal Subdivision.</p> <p>And, you know, I think what a lot of us are here for and keep hoping to hear is some sort of a time frame. You know, right now, I mean, we've had worries of, like, high blood pressure, and not knowing whether to mow the lawn, plant a tree. You know, those are the kinds of things that we want to hear. We want to hear the down-to-earth concerns that we all have. We are -- we don't -- get new carpeting, not get new carpeting; you know, put any more money in that we're going to lose. We already feel like we're losing. We can't sell our homes right now because of this disclosure that we have to make. You know, that's a real impact.</p>	

Commenter	Comment	Response to Comment
Americus O. Kaimar Comment #177	Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing: You saw my name right. I should look at this, that yellow flag. Thanks.	
Comment #177-1	Okay. My comment: I think that it is all right to increase our access to highway and be able to travel on that, and I think that's justified because jam and accident and life in danger, and I am happy to see that. And I also would vote for Package 4 because there's more access for the public.	<b>Response to Comment #177-1:</b> Comment noted. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.
Comment #177-2	And as I understand the new toll, this toll would be so high, it would become a rich people's lane. And I understand this is a wide lane, which is a luxury; and I understand it's less expensive than \$300 million. I vote for Package 4.	<b>Response to Comment #177-2:</b> See the general funding response on social equity of tolling in the Clarification and Detail for Common Comments section of this volume.
Comment #177-3	Other question: Eminent domain, I'm scared to death of it because I came from the country where they did a lot like this. My house was confiscated there. So I would like to see the right compensation. And I would like to see they evaluate the property that would be evaluated by the third party, not the government. I don't trust too much in that. Okay?	All lanes on the US 36 facility would be the same width as currently proposed in the FEIS.
Comment #177-4	Finally, founding fathers didn't trust in that. Oh, I'm so sorry. And taxation. What would be the impact upon our taxation? We are already taxed up to neck. And, you know, what would be the general welfare after taxation? Where the money coming from? That's my main concern.	Tolling in the US 36 corridor is being proposed not as a way to offset the cost to build the new lanes, but rather as a way to improve management of congestion on the corridor and to provide travel options for those using the facility. Therefore, the toll rate that would be charged would not be set based on the cost of the project, but rather on how much people would be willing to pay for an uncongested trip. Additionally, HOV vehicles could use the lanes for free.
Comment #177-5	And when you do COOT timing, I want to be sure you have at least three seconds on the signals so that would be enough accident because there's not enough time to stop, okay? And on No.6, your population projection, I have a doubt about that.	
Comment #177-6	In the Communist country, we have a five-year plan -- five years plan, and plan five years ahead, and they always failed. So you don't know the future. Future is nobody's knowledge. Thank you very much. By the way, I am sorry for my accent. Don't blame me: that comes from my mother.	<b>Response to Comment #177-3:</b> See the mitigation discussion in Section 4.4, Right-of Way and Relocations. When a governmental entity acquires property for a capital improvement, the federal and state constitutions require the payment of just compensation, which is at least fair market value for the property acquired. CDOT takes this constitutional responsibility very seriously. However, even if CDOT didn't, there are federal and state statutes that prescribe procedures CDOT must follow to ensure that landowner's are paid fair market value when their property is acquired for transportation projects. CDOT is required to certify to FHWA that it has purchased all property for any federal-aid project in compliance with these procedures and that the landowners' property that has been acquired for the project have been paid at least fair market value for the property needed. CDOT is audited by FHWA from time-to-time to ensure compliance, and if CDOT fails to comply with this requirement, it may jeopardize federal funding for its highway program.



Commenter	Comment	Response to Comment
		<p><b>Response to Comment #177-4:</b>                      Comment noted. See the general funding response. At this time, no additional tax increases are proposed to fund the US 36 project. Also see Chapter 8, Phased Project Implementation, for more information about how the project would be built in phases as funding is available.</p> <p><b>Response to Comment #177-5:</b>                      Intersection clearance times are set according to federal guidelines, and may be reviewed when the number of accidents or near-accidents is high. All intersections provide at least 3 seconds of yellow time between signal phases, and most provide more. There is also a brief period of "all-red" time immediately after the yellow time, to allow for additional safety.</p> <p><b>Response to Comment #177-6:</b>                      Comment noted.</p>

Commenter	Comment	Response to Comment
<p>Rich Kraus Comment 178</p> <p>Comment #178-1</p>	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing:</p> <p>Hi. My name is Rich Kraus. I actually live in Lone Tree, Colorado, but I represent the Westminster Promenade Project, having been the developer of that project for the owner in Kansas City, so I'm here to speak on their behalf.</p> <p>Can everybody hear me okay?</p> <p>Our -- our concern about Package 2 is the way that traffic in the -- what they call the high-speed access lane, or whatever it is that's bounded by the concrete barriers, the ability to access key intersections -- in particular 104th Avenue, which is also Church Ranch is very negatively impacted. And for those of you who are familiar with Westminster Promenade, with the Westin Hotel, with the brand-new Walnut Creek Shopping Center across the way, which is Target-anchored, and people who are used to going to work in the Church Ranch Business Center, as you're coming from Denver on the turnpike, under Package 2 you would be in a dedicated lane with concrete walls beside you, and in order to get to the 104th Church Street exit, you would have to exit onto a flyover nearly a mile to the south of 104th Avenue. So if you're going to the ball-field or whatever I'm talking about the people who are in the high-speed lanes, and that's not all of the traffic -- but for people who are going to movies, which typically are people who ride together in a car, for people who are carpooling and being good neighbors trying to get into Church Ranch, for people who want to go shopping, for people who often have more than one person in a car, they're going to naturally gravitate to use those -- those express lanes.</p> <p>So in this case in Package 2, if you were to miss getting off at the Westminster flyover, you would have to go all the way up to Midway, which is in Broomfield, to get another opportunity to exit and come back.</p> <p>So that, I think, would extremely negatively affect all the businesses that we've spent lots of time planning very carefully, all these -- the Westminster Promenade Entertainment District and all the restaurants, the Walnut Creek area with the brand-new Target, the good restaurants over there, plus all the employment that is represented in Church Ranch Business Center. So, you know, I think that that needs to be really looked at hard.</p> <p>I think Option 4 gets closer to it -- excuse me -- gets closer to what we'd like to see achieved. But I think a lot more input from -- from the business community will help kind of get this thing directed in the right way.</p> <p>So I appreciate your help and your comments and all the input we're getting tonight. Thanks.</p>	<p><b>Response to Comment #178-1:</b></p> <p>Comment noted. The Combined Alternative Package (Preferred Alternative) proposes one buffer-separated managed lane in each direction with access between each interchange. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more detailed information.</p>

Commenter	Comment	Response to Comment
<p>Al Long                      Comment #179                      Comment #179-1</p> 	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing:                      I just have one comment: Over here along 36 and west of Sheridan Boulevard, there's a construction outfit, McStain Corporation, who's starting to build. Are they going to build up tight to the highway or are you going to stop them?</p>	<p><b>Response to Comment #179-1:</b>                      The US 36 team did not coordinate directly with McStain Homes while developing the design of the build packages for the US 36 corridor. However, the project team has coordinated continually with the city of Westminster throughout the study, and any construction permits must be approved by the city before construction can proceed. All property owners within the project area, including the owner of the referenced property, are on the project mailing list and receive periodic newsletters with project information and invitations to public meetings. Specific development plans are under the purview of the local jurisdiction and the local planning and permitting process.</p>

Commenter	Comment	Response to Comment
<p>Nancy McNally, Mayor of Westminster Comment #180</p> <p>Comment #180-1</p>	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing: My name is Nancy McNally. I am the Mayor of Westminster. And I reside at 6450 West 108th Avenue. I would like to share with you the key issues that the Westminster City Council has identified based on the City's review. They are as follows: The Westminster City Council strongly favors a multimodal approach to address the short- and long-term projections for traffic congestion along U.S. 36 corridor. We believe that of the two alternatives analyzed, Package 4 comes closer to addressing the congestion issues through the corridor while providing residents and businesses with greater access to the designated carpool and rapid transit lane. P-4 includes a buffer-separated managed lane that is dedicated to bus rapid transit and high-occupancy vehicles. A barrier-separated, managed lane through Westminster as presented in Package 2 is not acceptable due to the fact that it does not allow for adequate access for Westminster residents and businesses using this section of U.S. 36. The City Council vehemently opposes the construction of a drop-ramp structure on Westminster Boulevard where the bridge over the turnpike is currently located. The structure is being considered as an element of Package 2. It would be limited to use by bus rapid transit, high-occupancy vehicles, and toll traffic so that they can enter and exit directly to and from managed lanes of the turnpike. Council believes that the construction of this interchange in a residential area and the impact that it would have on adjacent roadways make the inclusion of a drop ramp at this location completely unacceptable. There is no wiggle room for us on this point. We will actively oppose any alteration of existing access conditions at Westminster Boulevard. The City Council strongly encourages the project team to maintain ongoing and open communication with the residents and businesses whose property will be acquired for right-of-way for the expansion of U.S. 36. Many of these impacted residents and businesses are within the Westminster city limits. The City Council requests the expedited purchase of property within the right-of-way be given high priority when funds become available so as to relieve the financial plight of home and business owners who are impacted by these acquisitions.</p>	<p><b>Response to Comment #180-1:</b> Comment noted. See responses to Comment #14.</p>

Commenter	Comment	Response to Comment
<p>Comment #180-1 (cont.)</p>	<p>The City Council requests that the geographical areas identified as "Westminster" and "Adams" segments in the Draft EIS be changed in the Final EIS to reflect the actual boundaries of Westminster and unincorporated Adams County. Sheridan Boulevard is used as the eastern boundary for the Westminster segment of the project in the DEIS when, in fact, the city boundaries extend east of Federal Boulevard. Consequently, the descriptions of the impact of the U.S. 36 improvements on the city, its residents and businesses are significantly understated throughout the Draft EIS.</p> <p>The Westminster City Council wishes to go on record through this public-hearing process that we strongly oppose P-2 as presented in the Draft Environmental Impact Statement. However, we remain open to exploring potential hybrid options that may be developed in the future, such as the Urban Partnership Agreement we supported with the U.S. 36 mayors and commissioners. The EPA provided access and choices for our residents and businesses.</p> <p>We appreciate the huge effort that has gone into developing the Draft Environmental Impact Statement and appreciate your consideration and suggestions.</p>	
<p>Richard Pabon Comment #181</p>	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing: Richard Pabon, 7967 Elmwood Lane, which is off of Greenwood Boulevard and about Pecos.</p>	
<p>Comment #181-1</p>	<p>I support Package No. 4 basically because of the general-purpose lanes. I think they will provide the necessary mode of transportation getting from 1-25 to Boulder. My comment would be on the noise barrier walls, we call them. If you could have, like, what they have down in Colorado Springs: I'm going to say they're pictures of the mountains rather than just a wall that's just there, because of the increase in traffic. And in the future, there are going to be a lot of people that will be traveling back and forth, and it provides you a visual picture. It's a pretty picture, I think, in Colorado Springs.</p>	<p><b>Response to Comment #181-1:</b> Comment noted. Additional general-purpose lanes are not proposed as part of the Combined Alternative Package (Preferred Alternative). See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, for more detailed information.</p>
<p>Comment #181-2</p>	<p>And that basically -- oh, and the gentleman spoke about the difference in the two prices. I think he mentioned the figure 31 million. It's actually -- it's actually 300 million. And that's -- and so the Proposal 4 will be \$300 million less, which I think is another reason to go with Package No. 4.</p>	<p><b>Response to Comment #181-2:</b> Details on design aesthetics of sound walls will be determined during final design.</p>
<p>Comment #181-3</p>	<p>Thank you.</p>	<p><b>Response to Comment #181-3:</b> Comment noted. See response to Comment #181-1.</p>

Commenter	Comment	Response to Comment
Josephine Sanchez Comment #182	<p>Comment submitted verbally to the court reporter at the August 29, 2007 US 36 DEIS Review and Hearing:</p> <p>My name is Josephine Sanchez, and I'm on Crystal Way, and I feel that my house is going to be affected because they are not going to buy my house. So I will be looking at a wall right in my front window, and I'm not -- I'm very upset about it, because who wants to live looking at a wall.</p> <p>And, also, I have talked -- spoke with a Realtor, and the Realtor told me that we're going to -- the value of the house is going to go down. And I totally disagree with that. You know, I mean, that's not fair.</p> <p>Also, we're going to be looking at more pollution, dust. And the people that are going to be on that side with me, they're disabled people and they have health problems.</p> <p>And it's just not going to be feasible for those five houses to stay there. They should just buy all that cul-de-sac there. Because all those 15 houses there were built in 2000 -- 1999 and 2000, and they should just take the whole 15 houses there instead of leaving five there.</p> <p>And so I'm very frustrated about it. Because, you know, if we sell the house now, we're still going to have to disclose all this information, and the value of our house is going to go down. So we're -- we're going to be losing all the way around.</p> <p>And, also, I feel that why are they going to make this highway so -- so wide? You know, they have four lanes going now. They should only stick to three. And that's all I have to say.</p>	
Comment #182-1		<p><b>Response to Comment #182-1:</b>                      With the Combined Alternative Package (Preferred Alternative), property and ROW impacts have been substantially reduced. See Section 4.4, Right-of-Way and Relocations, for more details. In addition, locations of properties that would be acquired with the Preferred Alternative are shown on the maps in Appendix A, Corridor Reference Maps.</p>
Comment #182-2		<p>If no portion of the property is acquired, the law does not allow any compensation for the landowner. Most transportation projects constructed in close proximity to private property have positive and negative impacts on the value of the property. In this instance, if the wall aesthetics is perceived to be negative, the sound diminution is certainly a positive; however, there may be a whole host of factors, both positive and negative, that would contribute to the extent of the actual valuation impact of the wall as determined by the market.</p>
Comment #182-3		<p><b>Response to Comment #182-2:</b>                      See responses to Comment #73-4 and Comment #74-5.</p> <p><b>Response to Comment #182-3:</b>                      See response to Comment #90-1.</p>
Comment #182-4		<p><b>Response to Comment #182-4:</b>                      As part of the Combined Alternative Package (Preferred Alternative) process, the width of the highway improvements has been reduced. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, for more detailed information.</p>

Commenter	Comment	Response to Comment
<p>Steve Bobrick Comment #183</p>	<p>Comment submitted verbally to the court reporter at the August 30, 2007 US 36 DEIS Public Review and Hearing: Steve Bobrick, 3701 Northwest Parkway. I'm here to represent the Northwest Highway Authority and the Northwest Parkway, LLC, which is part of the corporation.</p> <p>The mayor's comments were well taken. I want to ditto those, and then I want to augment them. I want to look at it from both a Broomfield perspective, a regional perspective, and a metro perspective.</p> <p>From the Broomfield perspective, from 88th to 120th, the egress and digress I think are critical. In particular, the Wadsworth interchange is obviously important to both north and southbound traffic.</p> <p>The way the plans are written - and I do agree with the improvements - I'm concerned about the impacts. Both packages don't excite me, so a hybrid is what I want. And I'll talk about mitigation, and I do have some specific feedback. Should I take care of that, sir?</p> <p>One of the issues is the barrier separation. It seems to me if you're going to do a hybrid, in my mind, you can have one lane that can be both SOV lanes and HOV lanes, and take care of traffic both ways.</p> <p>In order to accomplish that, you need to get rid of the barriers. By getting rid of the barriers, you have about 3 to 5 thousand feet between the striping that would allow people to weave over and get on and off the road. That allows people to get access to both Interlocken and the business park, Flatirons shopping center, and to Northwest Parkway. That's the local viewpoint.</p> <p>The same thing is true of 120th and Wadsworth. You get access north. Of course, it gets into 285, which is, again, another interchange from the Parkway. One lane, no barrier, both SOV and HOV. I really believe that's a reasonable solution that will help move traffic.</p> <p>From a regional perspective, Boulder uses the Northwest Parkway considerably. They drive down 36. I can see peak flows when there are students and businessmen, usually needing to get to the airport, and they drive down 36 and then get off at 96th, which, at this point, is kind of blocked by the existing plan.</p> <p>We would like to see, if at all possible, easier access onto 96th, so they can reach the Parkway.</p> <p>In terms of the metro perspective, let's assume for a minute that, at some point, the metro area does have a beltway. Assuming Boulder traffic and Denver traffic does get access in the existing plan, then it makes it difficult for people to get both north and south, particularly to get from the Parkway and the extension.</p> <p>So we would prefer to see, again, access through striping delineators, rumble strips, something like that. That would also ease your snow removal. It would be easier to clean up. I understand the barrier is more of a problem when it comes to snow removal.</p> <p>I think that's a better long-range solution than having barriers. One lane, you can have variable toll pricing. And I think within the next couple of years, you'll also have capability in the HOV lanes to be able to see violators and register them. So I think that opportunity's there. Thank you.</p>	<p><b>Response to Comment #183-1:</b> Comment noted. See response to Comment #26-2.</p>

Commenter	Comment	Response to Comment
<p>Regina Fisher Comment #184</p> <p>Comment #184-1</p>	<p>Comment submitted verbally to the court reporter at the August 30, 2007 US 36 DEIS Public Review and Hearing: Regina Fisher, 930 East 10<sup>th</sup> Avenue. I do believe we need transportation improvements. I think we need to remember the customer that you want off the highway and onto buses and mass transit are the people you don't want to alienate. And right now, they're being alienated, and they're leaving mass transit, because they don't want to hike to these little park-and-rides that are showing up. You've got to hike over a highway. And it sounds great on a day like today. It was only, like, 80-some degrees. Unfortunately, we've got hail. We've got 100 degrees. We've got dark. We've got areas that are not going to be safe. And I don't want to see more people leave. Because once you have them off the busses and they're on the highway, then it doesn't matter what improvements you do. We're filling up the highway again. I just want you to think about your customer, and that's us, the taxpayer.</p>	<p><b>Response to Comment #184-1:</b> RTD's ridership statistics show that bus ridership is increasing system-wide, including along US 36. As part of the Combined Alternative Package (Preferred Alternative), BRT stations are not proposed to be in the median of US 36. Instead, pedestrian access to the proposed side-loading stations would be similar to what they are today, with overpasses or underpasses. Another option for BRT patrons is to take a local bus to a park-n-Ride.</p>
<p>Sean Gailin Comment #185</p> <p>Comment #185-1</p>	<p>Comment submitted verbally to the court reporter at the August 30, 2007 US 36 DEIS Public Review and Hearing: 3532 Molly Lane, Broomfield, Colorado. I'm a realtor, and my concerns have to do with the properties that are impacted by this corridor, and how the Colorado Real Estate Commission expects us, as realtors, to deal with those property owners, or people who are wishing to buy those properties. Whether they should take a stand on really how to treat this issue as either a good investment or taking advantage of the people that are currently residing there. Particularly if they are part of a minority, which I understand in the Adams segment, they are. That's all.</p>	<p><b>Response to Comment #185-1:</b> CDOT takes no position on ethics of real estate brokers and how real estate brokerage regulatory entities would respond to actions taken by brokers on properties projected to be impacted by any build package.</p>



Commenter	Comment	Response to Comment
<p>Carolyn Love Comment #186</p>	<p>I just talked to a really nice gentleman out there about the proposal – Proposal 2 and Proposal 4. And I don't remember exactly everything he told me. But it seems like one of the strategies in their Proposal 2 is that you're going to be adding some lanes for HOV lanes, then bus lanes, and then lanes that will be kind of express lanes. You'll sell those lanes to people who are single occupancy to be able to glide through traffic. And then obviously there's a strategy in No. 4 that's kind of a smaller version of that.</p>	<p><b>Response to Comment #186-1:</b> DRCOG is the federally designated Metropolitan Planning Organization (MPO) for transportation in the region. The DRCOG Board of Directors works with CDOT, RTD, the Regional Air Quality Council (RAQC), and the local jurisdictions to prepare transportation plans and programs, including the RTP. These plans are developed to give the region a balanced transportation system with many travel options. DRCOG is responsible for both long- and short-range roadway and public transit plans, and selects and approves projects for federal funding based on regional priorities. In order for a project such as the US 36 project to be implemented, it must be adopted and in the RTP.</p>
<p>Comment #186-1</p>	<p>As I shared with him, I think those are some really good ways of thinking, but some things that I'd like to include in there is – first of all, my question was, How will all of our transportation strategies interconnect? Meaning how does C-470 and E-470 interconnect with what's happening at FasTracks? And are we looking at a very comprehensive plan here?</p>	<p><b>Response to Comment #186-2:</b> Driving patterns are a product of more than just roadway capacity. A central goal of this project is to provide more options for travelers, so that when general-purpose lanes are congested, a fast, reliable trip is still available via HOV, transit, or toll. Tolloed lanes have the added benefit of raising money for the maintenance of the highway and enforcement of HOV and toll restrictions, and in some cases, to help pay for the construction of the additional lane(s).</p>
<p>Comment #186-2</p>	<p>Because I'm worried as we lay more concrete down, more cars will come. And even with the increased pricing in order to get cars to either have more occupants in them or, you know, not to use the HOV lane, I'm making an assumption here, but I think on the northern end of town, people – the income bracket of – the individuals that are here are in an income bracket where if they had to pay 5 or 10 bucks to shoot down the highway, they would pay 5 or 6 bucks to shoot down the highway just to be in that HOV lane when they're in a single occupant vehicle.</p>	<p><b>Response to Comment #186-3:</b> The regional traffic demand model forecasts growth for the region, including traffic demand.</p>
<p>Comment #186-3</p>	<p>So I don't know if, with our strategy, we're really doing anything to get people to rethink their driving patterns.</p>	<p><b>Response to Comment #186-4:</b> Since the beginning of the US 36 EIS, corridor-wide multi-modal transportation solutions have been discussed. Collaborative</p>
<p>Comment #186-4</p>	<p>The other thing is I think growth and development follows highways. So as we put more concrete down, more cars are going to populate that highway. And that's going to happen regardless, because of all the growth that's going on. And I'm concerned about what it's going to do with the environment.</p>	<p><b>Response to Comment #186-5:</b> It's recognized that we can't build our way out of congestion. The Preferred Alternative includes a multi-modal approach to provide alternatives to single-occupant modes of travel. The purpose of the FEIS is to assess the impacts of the Preferred Alternative to the social and built environment.</p>
<p>Comment #186-5</p>	<p>And I'm very realistic in knowing that the FasTrack plan is not going to be enough, because we're growing too rapidly up here. But I guess what I'm saying is, is there a way that we can start some sort of dialogue, some sort of intergovernmental conversation with Boulder, Louisville, Superior, Broomfield, all of those, and really talk about a comprehensive strategy?</p>	<p><b>Response to Comment #186-6:</b> Because Boulder has their no-growth plan. I believe that's going to put more cars on the highway, because people are going to work in Boulder, but they can't live there. So these are some assumptions I'm making. And that's my concern with that Plan No. 2. I see all of that, and I'm thinking, Man, we're building it, and as we build it – I know we need it, but more cars are going to come.</p>
<p>Comment #186-5</p>	<p>And I am concerned about the air quality in this area. And I don't know if that's something that this can address or not. So those are my thoughts.</p>	<p><b>Response to Comment #186-6:</b> Since the beginning of the US 36 EIS, corridor-wide multi-modal transportation solutions have been discussed. Collaborative</p>

Commenter	Comment	Response to Comment
		<p>solutions have been achieved through the involvement of inter-governmental committees made up of elected officials and technical staff from the jurisdictions along the US 36 corridor. The Corridor Governments Committee and Technical Support Committee were formed at the beginning of the study and existed through the release of the US 36 DEIS. After that time, the two committees combined to become the US 36 PAC, which convened in January 2008, has met regularly since then, and will continue to meet on a regular basis through the remainder of the project.</p> <p><b>Response to Comment #186-5:</b> See responses to Comment #73-4 and Comment #74-5.</p>

Commenter	Comment	Response to Comment
<p>Paul Madigan Comment #187</p>	<p>Comment submitted verbally to the court reporter at the August 30, 2007 US 36 DEIS Public Review and Hearing:</p>	
<p>Comment #187-1</p>	<p>Paul Madigan. I live at 13641 Basalt Court, Broomfield, Colorado. Karen Stuart basically touched on the basic elements, that we need traffic and transportation improvements immensely in the area. And what I would like to see is when we do come up with a plan, that they listen to the city to get these exits to our residential centers and to our shopping centers, to get the traffic flowing.</p>	<p><b>Response to Comment #187-1:</b> Comment noted.</p>
<p>Comment #187-2</p>	<p>They're still not addressing moving the people on the buses. Making it quicker for the buses and the mass transit system. Making it easier to park their cars. Secondly is doing this in phases. Now, the most important part of this and the most expensive part is Adams County. We have to move 180 homes, I think. But there are only 25 between Pecos, homes and businesses. And that's the hub that's going to be the most expensive part.</p>	<p><b>Response to Comment #187-2:</b> Travel times have been refined in the FEIS. The Combined Alternative Package (Preferred Alternative) is estimated to decrease bus travel times by 5 minutes for the a.m. peak-hour trip from Boulder to Denver Union Station (40 minutes to 35 minutes) with express service, compared to Package 1. See Chapter 3, Transportation Impacts and Mitigation, for more detailed information.</p>
<p>Comment #187-3</p>	<p>Can we go about this in phases, so we can go ahead and plan and build towards this? Because there's a lot of traffic from Westminster and Broomfield to Boulder, and it's backed up every morning.</p>	<p><b>Response to Comment #187-3:</b> See Chapter 8, Phased Project Implementation, for information on how the project is proposed to be phased as money is available.</p>
<p>Comment #187-4</p>	<p>So if this can somehow be phased, they can be working on Phase 1 from Broomfield to Boulder, and then they're doing Phase 2 over by the bank center, and then Phase 3 will be over by 36, and Phase 4 would be the overpass.</p>	<p><b>Response to Comment #187-4:</b> Limited-access highways like US 36 are designed to provide more regional mobility than local access. As more interchanges are added, regional mobility suffers. Additionally, communities along US 36 have policies indicating the importance of protecting open space. While improvements to the existing interchanges have been designed in to this project, no new interchanges are planned at this time.</p>
<p>Comment #187-5</p>	<p>I would like to see that next time they meet, that they put in phases, so that the mayor and city council can address those issues, and help move forward. But there is need for more exits as the community grows. Especially in Superior and Boulder County and Broomfield County along this.</p> <p>The longer this is put off, the more homes, the more development along the highway. And it's going to be harder to move people, and you're going to lose some of that right-of-way.</p> <p>I just - the comments I want to make is I agree that we need to move forward, and we need and RTD and the roads need to be done together.</p> <p>Because if you don't do them together, one route will proceed and one will play catch-up and fall.</p>	<p><b>Response to Comment #187-5:</b> Comment noted. Coordination between CDOT and RTD is ongoing.</p>

Commenter	Comment	Response to Comment
<p>Comment #187-6</p>	<p>The other issue is that - is think outside the box, because the longer we wait, the more expensive it's going to get. And if we can go ahead with phases where we're already building bridges and already making improvements, if we can expand those improvements into what we plan into the future, then the cost will be eliminated and ready for that section of the highway.</p> <p>So, basically, I'd like to think outside the box, and basically, try to start the program. And not be held up because Adams County has so many properties that have to be bought, so many businesses that have to be purchased.</p> <p>And once you start building the road further down and connecting the cities that need to be connected with the growing retail and the growing development, the smaller ones will give in or the roads to other highways or other streets will help move the flow of traffic.</p> <p>Because right now, there's a bottleneck in the areas that they're struggling with to fix. And it's not going to be an overnight fix, and there's going to be turmoil between the homeowners, the business owners, and the State and CDOT.</p> <p>And to eliminate that, they have to basically sit down and discuss what's needed. And what's needed is better roads to Boulder from Westminster, from Broomfield, from Superior and Louisville and Lafayette. That's it.</p>	<p><b>Response to Comment #187-6:</b>  The Combined Alternative Package (Preferred Alternative) would have fewer ROW and property impacts than Package 2 or Package 4. See Section 4.4, Right-of-Way and Relocations, for more detailed information. Also see Chapter 8.</p>

Commenter	Comment	Response to Comment
<p>Mike Marsh Comment #188</p>	<p>Comment submitted verbally to the court reporter at the August 30, 2007 US 36 DEIS Public Review and Hearing: My name is Mike Marsh. I live at 263 South 3rd Street in South Boulder. When I first moved to Boulder, the speed limit along the section of U.S. 36 that is after the last stoplight at Colorado Boulevard, as you're heading towards Denver, that speed limit was 45 miles an hour. In my lifetime, I've seen it go to 50 and then 55, and then most recently 65. That was a very questionable move. A lot of people questioned the legality and the technical ability to even do that within the speed limit of Boulder. That really should have been raised after the speed limit - after the city limits of Boulder. So many of us, myself included, feel very strongly that the speed limit ought to be brought back to the 50 miles an hour that it should have been. And also we request a noise berm, a sound mitigation wall to be placed there. Because what you have is traffic stopped at a dead stop at Colorado Boulevard at the light there, and then within a quarter to a half mile, you have traffic accelerating 50 to 55 miles an hour. Or in actuality, 70 in most cases. So we see sound walls, noise berms along Sheridan. And, true, the noise is significant there, but at least cars are moving at a constant speed through there. We're talking about cars cycling through their entire range of gears, from first gear all the way into fifth gear or what have you, and the noise is deafening along our section. This is not a case of a bunch of people moving into an area where they knew there was problems and then trying to change things. We saw the laws change around us after we dug in there. After we built our livelihoods around us. We've seen the quality of life getting degraded and degraded. And if there was ever an argument for a noise mitigation wall, it is on that section. I can't think of any other sections on U.S. 36 where you have traffic going from zero to 65 miles an hour in the midst of a residential zone, where there is no sound mitigation efforts whatsoever. We're in desperate need of that. It's ruining our quality of life there. We're very upset about it, and we will make this a political battle if we need to. Thank you for giving me a chance to - I'm out of town next week, and I really rearranged everything to be able to address you guys.</p>	<p><b>Response to Comment #188-1:</b> See response to Comment #25-17.</p> <p><b>Response to Comment #188-2:</b> See response to Comment #16-16 for information on the location of sound walls in this area.</p>

Commenter	Comment	Response to Comment
<p>Karen Stuart, Mayor of Broomfield Comment #189</p>	<p>Comment submitted verbally to the court reporter at the August 30, 2007 US 36 DEIS Public Review and Hearing: Thank you. I'm Karen Stuart. I live at 1005 Aspen Way in Broomfield, Colorado. Broomfield has viewed transportation issues along U.S. 36 corridor as a priority No. 1 priority in the last few years. Broomfield has been working with mayors and county commissions to provide and improve traffic flow, and is mindful of impacts and benefits to our community. U.S. 36 is the backbone of our region's connectivity and economy. Transportation improvements are badly needed for safety and quality of life for Broomfield communities. Both Packages 2 and 4 offer features that we need, and we support a hybrid of the two as preferred alternatives in the DEIS process. Access in Package 2, we're concerned about the lack of corridor widening resulting from barriers separating lanes. And, specifically, access to and from the existing and emerging residential and employment centers, and access to Broomfield from a facility that includes multiple access points and capacity improvements. The final improvement drafted from Package 2 and 4 presented in the DEIS addresses the fact that all Broomfield's employment and activity centers can benefit from new investments in U.S. 36. The Wadsworth interchange provides tremendous benefit to Broomfield to alleviate traffic congestion. Reconstruction of the Wadsworth interchange should be a priority of phase improvements to the U.S. 36 corridor. And West 112th Avenue needs better access, which can be provided by a realignment of the Old Wadsworth bridge to intersect with an extended 112th Avenue through both packages. This improvement is a high priority for Broomfield, providing greatly improved safety both to the original Broomfield area and the emerging areas around us. The key elements of a preferred package should be, in addition, one buffer separating lanes in each direction. The carpools, van pools, and buses can travel free, and single occupant vehicles pay a toll that varies according to the congestion levels. Any capacity is accommodated for all those that travel from I-25 to Foothills Parkway. And bus/rapid transit stations are critical, and we support another station at 116th Avenue. That's all.</p>	<p><b>Response to Comment #189-1:</b> See response to Comment #10-1.</p>
<p>Comment #189-1</p>		

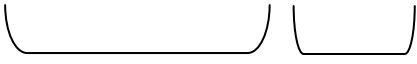
Commenter	Comment	Response to Comment
<p>Suzy Ageton, Deputy Mayor of Boulder Comment #190</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: Thank you for the opportunity to speak this evening. Following the - first, my name is Suzy Ageton. I'm the deputy mayor of Boulder, and I'm speaking in that capacity this evening. I want to follow on Mayor Ruzzin's comments - hang on a minute, I'm going to turn this because I've got my back to a bunch of people here. Sorry about that. You're going to have to see my back. Sorry. I want to comment on some of the key issues that are a concern to Boulder residents regarding the draft EIS. I want to start by talking about the bike path alignment. Boulder is a biking city, and the alignment of the bike path with the U.S. 36 development is of critical importance to us. The community wants a path that provides a safe and functional alignment with the least environmental impact. In considering the two alignments, we ask that the trade-offs be considered expansively and should include offsets for environmental impacts as well as the means to address the detrimental effects of lower use if the longer alignment option is selected. Second, I want to talk about general purpose lanes. The west end of U.S. 36 functions as a transition zone from Highway 36 to regional arterials into Boulder such as Table Mesa, 28th Street, and Foothills Parkway. It's essential that this transition be managed in a way that there be support for mode choice and that the local street system is not overly impacted by new traffic. Therefore, Boulder supports the creation of new acceleration/deceleration lanes from McCaslin to Table Mesa, but does not support the construction of new general purpose lanes westbound on this section of U.S. 36. Such lanes are not consistent with the goals and policy direction of the city's transportation master plan.</p>	
<p>Comment #190-1</p>		<p><b>Response to Comment #190-1:</b> As part of the Combined Alternative Package (Preferred Alternative) process, the US 36 bikeway alignment was selected in this section because it would better serve the transportation goals of the project. Efforts to further minimize the impact of the US 36 adjacent alignment will be incorporated through the final design process. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume for more information.</p>
<p>Comment #190-2</p>		<p><b>Response to Comment #190-2:</b> At no point in this EIS process have new general-purpose lanes (defined for this project as unrestricted lanes that extend beyond at least one interchange) been proposed for the Table Mesa Drive to McCaslin Boulevard segment. Dating back to the Major Investment Study, all final proposals for US 36 have shown only two general-purpose lanes under McCaslin Boulevard, and only two general-purpose lanes under Table Mesa Drive. Auxiliary lanes, which are sometimes referred to as accel/decel lanes, are defined as lanes that originate from an on-ramp and terminate at the next downstream off-ramp. The Combined Alternative Package (Preferred Alternative) proposes a climbing lane westbound from McCaslin Boulevard and eastbound from Table Mesa Drive/Foothills Parkway to the top of Davidson Mesa. From Davidson Mesa westbound to Table Mesa Drive/Foothills Parkway and eastbound to McCaslin Boulevard the climbing lane would become a bus-only lane. See Section 2.6, Package Descriptions, for more detailed information.</p>

Commenter	Comment	Response to Comment
<p>Comment #190-3</p> <p>Comment #190-4</p> <p>Comment #190-5</p>	<p>Our third issue: Dedicated lane for BRT to Table Mesa. Critical to the west end of the corridor functioning effectively is the continuation of a dedicated BRT lane to Table Mesa. The RTD plans incorporated by reference into the FasTracks ballot measure called for BRT lanes, not just buses to connect to the Table Mesa park-n-Ride.</p> <p>Any preferred alternative that requires BRT to share a general purpose lane at the west end of the corridor is unacceptable. The discontinuity of a dedicated lane decreases predictable traffic times for the entire corridor.</p> <p>Transportation demand management issues: Boulder supports incorporating TDM management as both a construction management technique as well as a long-term programmatic part of the corridor package, just such as Commissioner Toor mentioned.</p> <p>TDM will assist in managing good performance from the corridor in the near and far term. Programs such as Eco Pass, University Pass, telecommuting flex time, and other strategies are cost-effective ways to ensure the most effective transportation performance from the entire corridor.</p> <p>And finally, I want to comment on the South Boulder Creek flood plain which was mentioned and shown in a slide this evening. The west end terminus of the Table Mesa/Foothills/U.S. 36 interchange is at a critical point in the South Boulder Creek flood plain. This is a key location that is essential to potential mitigation of flood impacts in the west valley of South Boulder Creek.</p> <p>The city has submitted flood plain mapping results to FEMA and expects these will be reviewed and approved, we hope, within the next year. Boulder requests and expects that the design for the west end terminus will be informed by the FEMA flood plain mapping.</p> <p>Thank you for your consideration.</p>	<p><b>Response to Comment #190-3:</b> The PAC has agreed on a Combined Alternative Package (Preferred Alternative) that includes BRT access to Table Mesa Drive that consists of a transition of the express lane to a general-purpose lane at a point west of Cherryvale Road. This lane would change the regulatory designation from express to general-purpose and would result in a continuous through-lane to 28<sup>th</sup> Street. This access requires only a one-lane traffic weave to the westbound US 36 BRT side-platform ramp.</p> <p><b>Response to Comment #190-4:</b> TDM is included in all build packages, including the Combined Alternative Package (Preferred Alternative). See Section 2.6, for more detailed information.</p> <p><b>Response to Comment #190-5:</b> Please see response to Comment #17-7. Also see Section 2.6, for more detailed information.</p>
<p>Elizabeth Allen Comment #191</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: My name is Elizabeth Allen. I'm from Boulder. It's amazing to me how I'm back to Boulder as of January. I left for 8 years, and at that time, the citizens didn't want this, and here it is again. So anyway personally, I just want to address this to the citizens, the government, the employers, and then please call your congressmen or senator.</p>	



Commenter	Comment	Response to Comment
<p>Comment #191-1</p> <p>Comment #191-2</p>	<p>I'm absolutely for at least Package 1 at best, the no build option. The maintenance of the roads is good. And with Package 1, there's some improvements, you know, for buses that are going to be coming in.</p> <p>I feel that bigger freeways will not stop congestion. It will make more congestion. Southern California is a perfect example of that. Quality, not quantity, is key here. We need to not make it easier for citizens to not think of alternative transportation. For example, you know, they could use buses, bikes, carpools.</p> <p>Also, government employers, whoever, they need to make - keep their citizens informed of alternate routes and the times of travel during congested times. Employers need to inspire employees to join carpools, et cetera, because like - look at 9 out of 10 vehicles have only one person in it. That would be a big change if, you know, if it had more.</p> <p>The dollars, destruction of land and critters, it's not worth it for something that is not going to alleviate congestion. Think instead of joining - you know, those people who are looking to build some of these roads, you know, I know they need jobs, but maybe they should think of joining environmental groups or companies that do such things along those causes.</p> <p>And Boulder County and the city should not work towards allowing more vehicles which pollute, but to lessen pollution and keep us with environmental needs - within environmental needs.</p> <p>The buses could use - this is a suggestion; the buses could use color codes, you know, to make it easier for people who want to go from Boulder to Denver airport, just a suggestion. The developer should not be allowed to destroy our rural city, county. There are plenty of other faraway places which might be in need of their services. Please think outside the box and think quality, not quantity. Thank you.</p>	<p><b>Response to Comment #191-1:</b>                      Comment noted. Package 1 (No Action) does not meet the project Purpose and Need. The land use assumptions and population and employment information are identical for all packages, including Package 1. Therefore, the total number of trips originating and terminating in Boulder are the same for each package. The differences between the packages is in how those trips are made. The route selected, the mode selected, and the length of time that it would take to make those trips is what would be different between the packages.</p> <p><b>Response to Comment #191-2:</b>                      See response to Comment #115-4.</p>
<p>Mr. Bartlett                      Comment 192</p> <p>Comment #192-1</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:</p> <p>My comment is the following: I live on University Hill. I just came out here by bus to the senior center. There is a 203 bus, and there's an extraordinary amount of congestion around the university at rush hour at Broadway. There's an extraordinary amount of congestion even now.</p> <p>And my concern is people should worry about what all these extraordinary improvements that are being thought of for 36 will do to the congestion locally in Boulder. That is my basic comment.</p>	<p><b>Response to Comment #191-3:</b>                      Using unique colors or patterns on the buses could be considered at a later phase for BRT.</p> <p><b>Response to Comment #192-1:</b>                      See response to Comment #156-5.</p>

Commenter	Comment	Response to Comment
<p>Kathleen Calongne Comment #193</p> <p>Comment #193-1</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:</p> <p>I'm Kathleen Calongne, and I live here in Boulder. And it's very difficult for me to even comment on this EIS because all of the options are not being presented to us. In fact, a deliberate attempt has been made not to allow us to comment on all of the options, and that happened when they separated rail from the EIS bus rapid transit and the improvements to U.S. 36.</p> <p>Rail should be included in this EIS. It was part of the project that was sold to us in the northwest corridor, and by separating it out, it's been deliberately taken from us, the ability to be able to consider one or the other.</p> <p>We have two forms of extremely expensive transit in one corridor, and we aren't being allowed to address that. But ironically, as part of the no action plan, rail is there. So - and that just shows that you rail is part of this corridor.</p> <p>Now, how can you put rail as a sort of fait accompli when it's not even supposed to be considered in this EIS by your estimation. So rail should be part of this EIS. And also rail is - has to have its own environmental impact study. It's being assumed that rail is - it's definite, but it's not.</p> <p>And in an environmental impact study, you always have to consider all of the different alternatives and there always has to be a no action alternative: otherwise, how do you consider the environmental impacts.</p> <p>So it's being presented in two ways to us as though rail isn't part of the a proposed rail isn't part of this corridor as a whole with the bus rapid transit and the expansion, yet they're saying that rail is - on the other hand, it is part of it and it's definite.</p> <p>So I think it's being misrepresented to us, and I think that something should be addressed in that way before anything else goes on with this. Thank you.</p>	<p><b>Response to Comment #193-1:</b></p> <p>A comprehensive range of alternatives was developed during the scoping period for US 36. Alternatives were dismissed, depending on whether they met the identified Purpose and Need and other criteria, and the remaining alternatives were presented as part of the US 36 DEIS. In August 2006, the US 36 EIS study, which previously focused on highway and railroad alignments together, moved forward exclusively on US 36 highway improvements. Due to the availability of local funding for commuter rail improvements made possible by the voter-approved RTD <i>FasTracks Plan</i>, the RTD-sponsored Northwest Rail Environmental Evaluation began to examine the environmental impacts of implementing commuter rail service from Denver to Longmont, through Boulder, separately from the US 36 EIS. All comments regarding rail service for the US 36 corridor can be submitted to the Northwest Rail Corridor Project.</p> <p>Also, see response to Comments #34-5, #49-1, and #70-1.</p>
<p>David Cook Comment #194</p> <p>Comment #194-1</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:</p> <p>I'm David Cook. I do work for the University of Colorado. I'm in a transportation capacity, but I'm speaking for myself here tonight. I'm glad to see the DEIS progressing, and I'm here to support the BRT broadly. And I want what will be - will move the most people and provide the most mobile choice over the longest period of time out of this project.</p>	<p><b>Response to Comment #194-1:</b></p> <p>Comment noted. BRT and TDM are included in all the build alternatives. See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume for more information.</p>

Commenter	Comment	Response to Comment
<p>Comment #194-2</p> 	<p>Looking at CU, we're Boulder County's largest employer, and together with all of the students there, our affiliates travel over a half a million miles a day just going back and forth to the university just to - and this is just one of the four campuses, so this is something that is of big interest to the university.</p> <p>I support option B at the west end, with either option A - with either package in the rest of the corridor. As is concluded in the EIS, option B best meets the overall purpose and need, specifically in trip capacity, congestion relief, and transit service. Then the HOV/HOT and BRT lanes before Foothills Parkway as now proposed in both Package 2 and 4 have combined with option A could lead to a bottleneck between Cherryvale and Foothills.</p> <p>Also, in support of option B, I feel it best reflects what we voted for in FasTracks. Like the provision of all new capacity - I like the provision of all new capacity within managed lanes with the priority for HOV and BRT without expressing a specific preference between the two packages at this point.</p> <p>Finally, on the unresolved bikeway issue, I support the U. S. 36 alignment for a variety of reasons, but primarily, I believe it would be safer for the cyclists when you look at the way the other option has to merge into un-signalized intersections and then weave its way through the Foothills Parkway interchange. So that does it for the unresolved issue and any comments. Thank you.</p>	<p><b>Response to Comment #194-2:</b> See response to Comment #16-9.</p> <p><b>Response to Comment #194-3:</b> As part of the Combined Alternative Package (Preferred Alternative) process, the US 36 bikeway alignment was selected in this section because it would better serve the transportation goals of the project. Efforts to further minimize the impact of the US 36 adjacent alignment will be incorporated through the final design process.</p> <p>See the general bikeway response in the Clarification and Detail for Comments Section of this volume for more information.</p>

Commenter	Comment	Response to Comment
<p>Bob Greenlee Comment #195</p> <p>Comment #195-1</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:            Bob Greenlee from Lafayette, Colorado. Thank you very much to all the public servants who have made this process go forward. All the improvements that have been discussed on Highway 36 are important to consider and the opportunity to provide input is very welcome.            You know, Highway 36 represents in the future if we don't address it now our next clogged artery that Lipitor will in no way help. So the idea, the discussion about some kind of double or triple bypass is obviously appropriate.            We need to look to the future. We need to deal with it in a realistic way, which is one of the reasons I'm concerned about this draft EIS. First of all, it sort of exists in isolation. It does not recognize that there is a parallel universe. Now, people in Boulder love to live in a parallel universe world, but in this case, that parallel universe is very important and critical to the discussion that you're going to have about the future use of Highway 36.            We have not integrated the northwest rail program into this examination. I understand that there are separate people who are going to be dealing with the EIS. On the other hand, this exists in isolation. It should not. It should be integrated, and further consideration should be given to whether or not this choo-choo train program really holds water, whether it's needed, whether or not it is actually going to function as proposed, whether or not it can be built, whether it be afforded, if communities are willing to put in more money to make it work. We don't even know what the hell RTD is planning.            They had another meeting about it that I attended. They put all the possibilities that we need to continue look at into the program. So we don't even know what we're talking about. So before we start talking about BRT in the context of 36, let's make sure if the BRT program needs to be expanded or if rail needs to be a component of it, let's not forget that as a possibility.            We cannot exist, we cannot have an EIS go forward that does exist without the parallel universe being a part of it. What specifically is wrong is in section 2.2, which is in the general alternatives section, which talks about or discusses whether or not this is in chapter 2. I guess it's section 2.6 that addresses whether or not additional unresolved issues should be included.            Why, hell yes, it should be included. Whatever happens with the northwest rail component should be made part of this process; otherwise, you're going to come – you're going to end up with information and a conclusion that may not serve the communities that are impacted by this corridor well. Thank you.</p>	<p><b>Response to Comment #195-1:</b>            See response to Comment #47-1.</p>

Commenter	Comment	Response to Comment
<p>Betsy Harrel Comment #196</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: Thank you very much for this opportunity. I'm Betsy Harrel, representing the Sierra Club. We will be preparing a formal statement, but for now, I just wanted to give an indication of the direction that the CR club is going on this.</p>	
<p>Comment #196-1</p>	<p>First of all, we're very concerned about the issue of peak oil. So that we want everybody to be thinking in terms of 50 years out instead of 20, that where are we going to be if there isn't any oil and why are we building roads if we're not going to be able to have cars.</p>	<p><b>Response to Comment #196-1:</b> Twenty years out is the best we are able to predict and is the standard used for this type of analysis. For additional information, see Section 4.25, Irreversible and Irrecoverable Commitment of Resources.</p>
<p>Comment #196-2</p>	<p>And we're also very concerned about gas emissions and the effect of climate change, so that's what the underlying, our overriding concern of the Sierra Club in this regard. To that end, we did support the application for the Urban Partnership Agreement. And we are still in support of that hybrid project and think of it as a really good compromise and a much more modest approach to the whole transportation issue in the 36 corridor that we all acknowledge and the professionals here acknowledge that you can't build yourself out of congestion.</p>	<p><b>Response to Comment #196-2:</b> See response to Comment #25-4 and Comment #73-4.</p>
<p>Comment #196-3</p>	<p>And even if the presentation today, we - it was understood that you could build the new general purpose lanes, but then in five years they'll be filled, so we have to think of more creative ways of getting ourselves out of it.</p>	<p><b>Response to Comment #196-3:</b> See the general Combined Alternative Package (Preferred Alternative) response.</p>
<p>Comment #196-4</p>	<p>And that's why we very much support the bus rapid transit alternative, which provides multi-mobile approach to solving our mobility issues and getting people around, not just cars and vehicles.</p>	<p><b>Response to Comment #196-4:</b> Comment noted. BRT is included in all build packages in the EIS.</p>


Commenter	Comment	Response to Comment
<p>Comment #196-5</p>	<p>So - and then I have a couple of questions that I'm hoping that will be answered in the next process. Is everything okay? The UPA proposal seems to be a really good basis, but it doesn't have a bike lane in it, so we definitely would support the bike lane, and I believe the Sierra Club is going to be in favor, contiguous to the corridor itself or roadway.</p> <p>It seems to me that we need to analyze a few things, like how much of the how much of the - oh, I'm over. Then I'll just shorten this up to say when the RTD is exploring has been exploring technology for the train convergence of FasTracks, they explored a creative new way of public, private partnerships as a way to fund the - some of that project, and they found that they could have enormous cost savings from doing that. And, in fact, it informed their decision on which direction to go, whether electric or diesel, for two corridors in the train sections.</p> <p>So I would urge the - this group to look into the 3, as it's called, and see whether that would inform the decision and which way to go. Thank you very much.</p>	<p><b>Response to Comment #196-5:</b> A bikeway is included in all build packages in the EIS. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume, and Section 2.6, Package Descriptions, for more detailed information.</p> <p><b>Response to Comment #196-6:</b> Due to limited funding availability, the project would be implemented in phases as money is identified. Many different funding strategies will be pursued for each phase. Recent legislative changes through SB 09-108 (also known as FASTER), included repealing the CTE to form a new enterprise known as the High Performance Transportation Enterprise (HPTE). The business purpose of the HPTE is "to pursue public-private partnership and other innovative and efficient means of completing surface transportation infrastructure projects." The US 36 corridor may be one project the HPTE considers in fulfilling its purpose. For more information on the project funding, see Chapter 5, Financial Analysis, and Chapter 8, Phased Project Implementation.</p>
<p>Comment #196-6</p>	<p>So I would urge the - this group to look into the 3, as it's called, and see whether that would inform the decision and which way to go. Thank you very much.</p>	<p><b>Response to Comment #196-6:</b> Due to limited funding availability, the project would be implemented in phases as money is identified. Many different funding strategies will be pursued for each phase. Recent legislative changes through SB 09-108 (also known as FASTER), included repealing the CTE to form a new enterprise known as the High Performance Transportation Enterprise (HPTE). The business purpose of the HPTE is "to pursue public-private partnership and other innovative and efficient means of completing surface transportation infrastructure projects." The US 36 corridor may be one project the HPTE considers in fulfilling its purpose. For more information on the project funding, see Chapter 5, Financial Analysis, and Chapter 8, Phased Project Implementation.</p>

Commenter	Comment	Response to Comment
Spence Havlick Comment #197	Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: I want to thank all of you for coming out tonight. To those who are sponsoring this, for your hard work. This is one of the few times that I agree in large measure with Bob Greenlee, with whom I sat on city counsel for many, many years. This DEIS was flawed and dead on arrival because it did not incorporate the other two packages, number 2 and 3, the rail option. I realize that - the reasons for having them separated, but my comment would be to integrate these together so that it's truly an impact on the entire corridor between Longmont and Denver Union Station.	<b>Response to Comment #197-1:</b> See response to Comment #47-1, Comment #70-1, and Comment #193-1.
Comment #197-1	I have three questions and three comments. Number one, what does dynamic pricing mean in your narrative? I don't know if you had lawyers put that in or if it's a euphemism for congestion pricing. The public needs to know what dynamic pricing is.	<b>Response to Comment #197-2:</b> A definition for both variable pricing and dynamic pricing is included in the general funding response, in the Clarification and Detail for Common Comments section of this volume. Variable pricing means varying the toll rate charged to toll customers to maintain specific performance standards of traffic management. With variable pricing, tolls rates vary according to specific parameters of the toll-paying customer (e.g., by time of day and day of week of travel), but on a fixed-schedule based on typical traffic patterns. With dynamic pricing, tolls are also varied according to specific parameters, but they vary in real-time based on actual data (e.g., levels of congestion). Congestion pricing would include either dynamic or variable pricing. In both pricing systems, tolls are set at levels needed to achieve a specified performance standard (e.g., optimizing the use of the lanes, maximizing travel time savings, and keeping managed lane traffic flowing at 45 miles per hour or faster) to relieve congestion in lanes.
Comment #197-2	Secondly, what is a high-occupancy vehicle lane? If it's two people, the driver is somewhat required. So does it mean you have one passenger? An HOV lane that's going to be really functional in the next ten to 20 years, you better have at least three passengers to qualify for an HOV lane.	<b>Response to Comment #197-3:</b> The HOV definition throughout the Denver metropolitan area is currently two or more occupants (one driver with one or more passengers). As the region grows and more travelers choose to form carpools, a change in this definition might be required to maintain fast, reliable travel in HOV lanes. The decision of when and how much to raise the minimum occupancy restriction to define HOV lies with CDOT, and will be carefully considered before any change is instituted.
Comment #197-3	And the third question, a little more complex: What are the comparative costs between a BRT system, the ramps, pedestrian access to the middle of the expressway, the structured parking, and all of the other concrete lanes, what are those costs compared to the same costs for the heavy - the commuter rail even if you double back only at stations?	<b>Response to Comment #197-4:</b> Commuter rail is part of the No Action Package and so a cost comparison between the rail and BRT is not applicable and was not included in the FEIS. BRT costs are provided in Chapter 5, Financial Analysis.
Comment #197-4	I think you really need to weigh the efficacy of this very expensive package because you're going to -- you have run out of money already to do the full thing, so you need to begin to trim to get your best cost efficiency.	
Comment #197-5	How many of you in this room have actually been on the BRT system? Can I just see your hands? One, two, three, four. The last one that I was on was in Santiago, Brazil, and it was designed exactly as is being proposed in this document, and it did not work.	
Comment #197-6	It did not work because the HOV lanes became congested. They became overcrowded. The queues for passengers were not adequate for seniors, for people with disabilities, for children, and congestion was worse than ever before.	
Comment #197-7	If you think HOV lanes are going to give you higher speeds, check out 680 in the bay area of San Francisco. It's jammed. It's just as fast to use a general purpose lane as the HOV lanes on Interstate 880. My last comment, I suggest, even though it may not be part of this document, that the proponents of this project tryout the DMU on the Burlington Northern Santa Fe track. It's the passenger rail system that's being built in Colorado. It's being purchased by the Alaskan Railroad in Dade County. Tryout the diesel motor unit, which is passenger carrying carriage and see if after a period of, say, six months, see the kind of demand.	

Commenter	Comment	Response to Comment
<p>Comment #197-8</p>	<p>I think you'll be extremely surprised how many people would prefer riding the rail that goes in all kinds of weather, sunrise to sunset versus a bus which probably will be caught in congestion with the extreme cost of the new concrete construction and the inability of passengers to easily access the BRT. Do I have 20 seconds left:                      When I was involved in the EIS 36 study about six or seven years ago, ladies and gentlemen, BRT was not one of the nine options. It was not one of the six options that was narrowed down out of the 27 that we had in the beginning. Somehow, somewhere BRT was added after the public comment period. So I'm a little suspect, as you may have noticed my comments, of the efficacy of the BRT to really move passengers during this -- through this important 36 corridor.                      Thank you for your time and thank you all for coming and tolerating a democracy at 12 work.</p>	<p><b>Response to Comment #197-5:</b>                      The Combined Alternative Package (Preferred Alternative) is less expensive than either Package 2 or Package 4. See Chapter 5, for more detailed information.                      It is proposed that this project be phased and constructed as funding is identified. See Chapter 8, Phased Project Implementation, for more detailed information.  <b>Response to Comment #197-6:</b>                      The success and failure of other systems (BRT and HOV) is an important lesson in the planning of improvements such as these. The project team understands these challenges and the lessons to be learned, including the importance of managing traffic in BRT and HOV lanes so they don't become congested. RTD and CDOT have committed to manage these lanes to optimize the use of the lanes, maximize travel time savings, and keep managed lane traffic flowing at 45 miles per hour or faster through the use of congestion pricing and HOV definition.  <b>Response to Comment #197-7:</b>                      Comment noted.  <b>Response to Comment #197-8:</b>                      Rapid advancements in BRT technology and in the dissemination of information about successful BRT systems in the late 1990s led to the inclusion of BRT in the preferred solution at that time. Bus transit is already immensely successful in the US 36 corridor, and a few key improvements here have the potential to substantially enhance its role as a viable alternative to driving. BRT or otherwise enhanced bus service in some shape or form has been included in the previous planning for this corridor, including the US 36 Major Investment Study and the early versions of the US 36 DEIS. The definition of BRT has evolved as the study has progressed and was included in several of the build alternatives considered, including Package 2 and Package 4.</p>



Commenter	Comment	Response to Comment
<p>Ms. Kennedy Comment #198</p> <p>Comment #198-1</p> <p>Comment #198-2</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:</p> <p>Please don't close the access ramp from the U.S. 36 on-ramp onto Apache Road. And also don't close the access from Thunderbird Drive to the Foothills Parkway exit ramp to the Table Mesa park-n-Ride. These both are used a lot, not only by me, but by many other cars. And by closing them would increase the amount of traffic that would have to go through the Foothills/Baseline intersection and the U.S. 36/Baseline intersections.</p> <p>My other comment is to please consider making the sound mitigation along Highway 36 from Foothills to 28th Street include a very scenic berm and perhaps a smaller wall on top of the berm, depending on how high the berm, is with perhaps a weaving wall and really nice welcome to Boulder sign, something that really invites people to Boulder and it looks very pleasant and scenic as well as providing the noise mitigation for the Martin Acres and Frasier Meadows neighborhoods.</p>	<p><b>Response to Comment #198-1:</b> See response to Comment #44-1.</p> <p><b>Response to Comment #198-2:</b> For information on earthen berms, see response to Comment #99-3. Also, see response to Comment #16-16 for more information on the location of sound walls in this area.</p>
<p>Lois LaCroix Comment #199</p> <p>Comment #199-1</p> <p>Comment #199-2</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:</p> <p>My name is Lois LaCroix, and I live at 2835 Elm Avenue in Martin Acres, which seems like it wasn't really taken into consideration. Martin Acres is a neighborhood that's 55 years old and runs directly parallel to 36. It is extremely impacted right now by noise.</p> <p>By your study right now, and you only considered the first 39 houses. There are actually 115 houses that back directly onto route 36. Right now, the decibel level there is 73. With doing nothing, it's going to go up to 74. Project 2, it increases it to 76. Project 3, it 25 increases to 77 decibels.</p> <p>The level, what is it called according to your own study, unacceptable housing environment is 70 decibels. And we're already at 73. So, if anything, that doesn't include some kind of a barrier between Martin Acres, the whole of Martin Acres, not the first 39 houses and the first 500 feet and then you real nice - and went another - and I'm sure it's not you as an individual - another 1,500 feet. There needs to be noise mitigation all along that and all along on the north side of route 36. I just don't understand why you didn't consider the whole of Martin Acres.</p> <p>Another thing that has not been taken into consideration in route 36 is the on-ramp from Baseline that passes all of Martin Acres from Baseline to Table Mesa. 36 is just not - the impact does not stop at Foothills. It goes all the way into 28th Street, and I urge you to take the entire Martin Acres area into consideration.</p> <p>And then lastly but not leastly is the - any bike path that doesn't run directly parallel to route 36 is just folly. Thank you.</p>	<p><b>Response to Comment #199-1:</b> Comment noted. You are correct that noise is an important topic for many of the stakeholders that live along the US 36 corridor. See response to Comment #65-1. Also see Section 4.13, Noise, for more information.</p> <p><b>Response to Comment #199-2:</b> As part of the Combined Alternative Package (Preferred Alternative) process, the US 36 bikeway alignment was selected in this section because it better serves the transportation goals of the project. Efforts to further minimize the impact of the US 36 adjacent alignment will be incorporated through the final design process. See the general bikeway response in the Clarification and Detail for Common Comments section of this volume, for more information.</p>

Commenter	Comment	Response to Comment
<p>Mr. Lieber Comment #200 Comment #200-1</p> 	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: The question I have is: Are there any proposals for pedestrian bridges crossing over 36 from Apache Road to Moorhead in between Skunk Creek and South Boulder Road?</p>	<p><b>Response to Comment #200-1:</b> Currently, there are no plans for any pedestrian bridges that cross over US 36 and provide access between Apache Road and Moorhead Avenue or that provide access between Skunk Creek and South Boulder Road.</p>
<p>Neal Lurie Comment #201</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: Good evening. My name is Neal Lurie. I live in Boulder, Colorado. Seven years ago, a group of cyclists got together in Broomfield, Colorado, and they said I'm sick and tired of being in a situation where I have no easy, direct option for being able to bike to go to work between Boulder and Broomfield, expressing frustration about no good option for being able to bicycle to work from Boulder and Broomfield, Westminster and Broomfield, and all points in between. And those cyclists thought maybe it's just us, maybe we just haven't found the right route. So we talked to other cyclists, and they talked to other cyclists, and one consistent message came back and that was there's no good direct, continuous route connecting the communities between Boulder and Westminster, and Denver for that matter.</p>	

Commenter	Comment	Response to Comment
<p>Comment #201-1</p>	<p>So they came to a forum similar to this about seven years ago and then again six years ago and then about five and four and three years ago and they come - or I come again today to remind the fact that there is still a huge need for improving bicycling access in the corridor connecting communities to create a system so that it's not just simply a cyclist trying to be able to go from - to drive to a path, get to the end of the path, and then have to try to figure out how to get to the end, but to actually be able to have a system and a network so that they can ride from their house to work.</p> <p>That's a valuable way of being able to take cars off the highway, be able to take congestion action off our roads, and be able to help clean up the air in the process, so I wanted to add my support, strong support for being able to build a bikeway connecting the communities from the corridor and strong support for the alignment along the U.S. 36 corridor because that will provide the shorter option of a more direct option, and it will also avoid the big issue that we're going to have trying to cross over South Boulder Road.</p> <p>Because South Boulder Road, if you're traveling from east to west into Boulder, would provide a very awkward crossing on a high-traffic road without an easy way for being able to make that safe. So strong preference for U.S. 36 bikeway alignment. Thanks.</p>	<p><b>Response to Comment #201-1:</b> See the general bikeway response in the Clarification and Detail for Common Comments section of this volume.</p> <p>A bikeway is included in all of the build alternatives in the EIS. As part of the Combined Alternative Package (Preferred Alternative) process, the US 36 bikeway alignment was selected in this section because it would better serve the transportation goals of the project. Efforts to further minimize the impact of the US 36 adjacent alignment will be incorporated through the final design process.</p>
<p>Ms. Madden Comment #202</p> <p>Comment #202-1</p> <p>Comment #202-2</p> <p>Comment #202-3</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:</p> <p>I'm speaking as a person who lives in Martin Acres, and I feel that we have been impinged by making Table Mesa Drive such a busy street and the entrance to Boulder when, in fact, Baseline could have been that.</p> <p>Now they're going to put a noise mitigation wall, but not along all of Martin Acres, and we're all little homes here that hear the noise of the rapidly driving cars. Third point - so my thing is extend the wall.</p> <p>Then the third thing is 65 should not be the speed limit when you're going right through a residential district which, in fact, this is all the way along here where you're putting the noise mitigation. It should be 55 or even slower. And they are coming into the city, so it isn't like they're very far from the city when they're getting to this point. They could slow down. And I think if people were going slower and their wall was all the way along, there would be a much better quality of life considering that it seems like in many of the proposals, there's going to be more traffic on Table Mesa Drive, which will be hard for us, but it's now kind of a major thoroughfare going right through to neighborhoods, but I don't think there's any thought that they could do all of this business. And, besides, we like the bus going to the airport on Table Mesa, so we're not totally opposed to that. So I think that's it.</p>	<p><b>Response to Comment #202-1:</b> Table Mesa Drive and Baseline Road are local arterials not under the jurisdiction of CDOT.</p> <p><b>Response to Comment #202-2:</b> See response to Comment #16-16 for more information on the location of sound walls in this area.</p> <p><b>Response to Comment #202-3:</b> See response to Comment #25-17 for information on speed and noise impacts.</p>

Commenter	Comment	Response to Comment
<p>Ms. Morgan Comment #203</p> <p>Comment #203-1</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: I think we should proceed with the FasTracks project before we do any widening of 36. I feel like the FasTracks will handle a great deal of the problems that we have on 36, and I support mass transit over individual cars, which I think widening 36 is going to accommodate. So I would support improvements, 9 infrastructure improvements, parking improvements, bike pathways, noise mitigation on 36. But certainly at this time the widening of the highway, which I think in the long run will lead to even more use by private cars and more pollution and problems.</p>	<p><b>Response to Comment #203-1:</b> See response to Comment #68-1 and response to Comment #156-5. Also see the general bikeway response in the Clarification and Detail for Common Comments section of this volume, and the package descriptions in Section 2.6, Package Descriptions, for more information.</p>
<p>Al Ramirez Comment #204</p> <p>Comment #204-1</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: The west side of Martin Acres has been very well represented tonight. I'm here from the east side of Highway 36, Frasier Meadows. We have the same problems, and I concur with everything that has been said so eloquently by you from Martin Acres. This plan is the only plan that traverses many cities from Denver, through Denver, but it's the only plan that ends in the city, and that's the city of Boulder. What is the end - but yet it pretends that Boulder ends at Table Mesa, South Boulder Road. You forget about the continuation. You drive through 28th Street, how is it? You can't get through it anymore. 65 miles an hour. This plan is the only area between Table Mesa and Baseline, the only neighborhood in which the speed limit is 65 miles an hour. That area the only neighborhood that this - the highway crosses, it has no berm. What is the environmental impact of that? We are a city. We are a community. To pretend that it ends at South Boulder Road is flawed, and it is affecting the quality of life of our people. And if the city officials, if the county officials, if the administrators that are putting this plan together do not realize that, then it is our fault, and we've got to do something about it.</p>	<p><b>Response to Comment #204-1:</b> Comment noted. See responses to Comments #25-17, #127-2, and #156-5.</p>

Commenter	Comment	Response to Comment
<p>Gary Reid Comment #205</p> <p>Comment #205-1</p> <p>Comment #205-2</p> <p>Comment #205-3</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:</p> <p>My name is Gary Reid. I live at 220 Fox Drive in the Frasier Meadows area. And I've been a resident there for some period of time and have been party to many of the residents' initiatives to try and mitigate some of the effect of our transportation systems to the neighborhoods there, none of which have been successful as yet.</p> <p>You know, I'm assuming that there's going to be some improvement to the corridor just because of the need that it's going to happen. And with that improvement, there will be and I appreciate the studies incorporating it -- impact to the surrounding communities and the neighborhoods and stuff like that. You know, it's obvious you can't deny that, and I think that it appears the study tried to account for that.</p> <p>I support the mitigation actions either in Package 2 or Package 4. I would comment that the project should make sure that it's incorporating all of the potential needs that are out there. There were some expressed about Martin Acres not being fully protected for the whole length of U.S. 36 and something like that because not treating - and this is along the whole border - any areas, you know, they'll never come back and re-treat them or, you know, doing something with them that they should have done earlier. So I would support that the project would fully look at all of those treatments.</p> <p>And one last comment I didn't see in there is that in this particular case where we're talking about the kind of end of the corridor and impact to the community on either side of that corridor that I would like to see the study look at accelerating that particular - those particular elements in the scope of work to do those earlier.</p> <p>Because I feel that, one, they are not - those efforts - those mitigation efforts are not dependent on other parts of the development of the project, and the cost for that part of it is nominal. It's something way under 1 percent of the project cost, so that can be done. So those are comments that I'd like to see incorporated into the final EIS.</p>	<p><b>Response to Comment #205-1:</b> Comment noted. See response to Comment #16-16 for more information on the location of sound walls in this area.</p> <p><b>Response to Comment #205-2:</b> See response to Comment #156-5. Also see the phasing discussion in Chapter 8, Phased Project Implementation, for more information on when elements of the project would be phased.</p> <p><b>Response to Comment #205-3:</b> See responses to Comment #205-1 and Comment #205-2. Also see the general funding response in the Clarification and Detail for Common Comments section of this volume, and Chapter 8, for more information.</p>

Commenter	Comment	Response to Comment
<p>Tim Rohrer Comment #206</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: My name is Tim Rohrer. I live at 3440 Ash Avenue in Martin Acres. I also happen to live just around the corner from the site in which the noise was measured in Martin Acres, typically it was in the 3300 block of Moorhead, about seven houses away from me. I'm here to address - well, first of all, to thank the EIS for actually addressing and realizing that the impacts to improving U.S. 36 won't end right where the improvements end. If U.S. 36 between Denver and Boulder, between Denver and the Table Mesa highway exit is carrying more traffic, that means that there will be more traffic on U.S. 36 behind Martin Acres and in front of Frasier Meadows all the way to Baseline Road. Now, it's wonderful that we do have finally some evidence that the noise is already exceeds Federal Highway Administration standards. But unfortunately the mitigation measures proposed for noise in the DEIS fall short, and I'd like to see the final EIS specifically address why the more logical geographic determination for a fence along the southern and western sides of U.S. 36, the side facing Moorhead Avenue, does not extend all the way to Baseline Avenue instead stopping before it actually hits the measuring point where the data was collected about the noise. It seems rather foolish from the perspective of a scientist. The second thing I want to say is that the noise mitigation system doesn't really a section doesn't really address a key issue in noise mitigation. Noise mitigation falls under two types. Fences ameliorate an existing problem. They reduce the amount of sound that you hear, but they don't actually reduce the amount of sound or noise that's produced. Unfortunately, the EIS doesn't really take up this. I'd like to see the final EIS take this up because there are ways to actually reduce the amount of noise that's produced on the highways. For example, pavements would be quieter pavements or reducing the speed limit along that section of U.S. 36 would actually reduce the amount of noise that's being produced, which would be much better solution for noise reduction and noise mitigation. The other point about that is that noise reduction at the source could be combined with noise mitigation, including fences that run the entire length of U.S. 36, sound walls that run the entire length of U.S. 36. So I think there are multiple options for an even quieter U.S. 36 than is here now, but certainly if we do nothing toward the noise mitigation in this section, we're only going to end up with a louder highway, and that's clearly unacceptable. And I believe that the environmental impacts - final environmental impact statement has to include the entire stretch of US 36 all the way down to the 28th and Baseline intersection. Thank you.</p>	<p><b>Response to Comment #206-1:</b> Comment noted. See response to Comment #16-16 for more information on the location of sound walls in this area.</p>
<p>Comment #206-1</p>	<p></p>	<p><b>Response to Comment #206-2:</b> For information on speed reduction, see response to Comment #25-17. For information on alternative "quiet" pavements, see response to Comment #48-1.</p>
<p>Comment #206-2</p>	<p></p>	<p><b>Response to Comment #206-3:</b> Comment noted. See response to Comment #16-16 for more information on the location of sound walls in this area.</p>

Commenter	Comment	Response to Comment
<p>Mark Ruzzin Comment #207</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: I will slow down as well so you can get all your comments in three minutes. Good evening everyone. My name is Mark Ruzzin. I am here this evening in my capacity as the mayor of Boulder and also as the city's representative of the U.S. 36 Mayors and Commissioners Coalition, the MCC. Thank for you holding this public hearing in Boulder and also for the working relationship that has evolved over these past four years allowing the city and the MCC involvement in the shaping of the proposals in front of us this evening. The MCC approved comments this morning that will be submitted after approval by joint signatory, 36 Community Solutions. And I would like to highlight some of the major points of the MCC's comments as they pertain to the city of Boulder, and I'd also like to note that the city supports all of the MCC's comments, and we will also be providing city-specific comments by September 17th. Following me will be Boulder's deputy mayor, Suzy Ageton, who will be touching on specific EIS items of concern and importance to the city, including a number of the unresolved issues mentioned in the presentation. There is no question about the need for transportation improvements along U.S. 36. Projected employment and population growth between now and 2030 will overwhelm the system's capacity, negatively impacting the quality of life for everyone who lives along and uses the corridor and will also negatively impact the economic vitality of the Denver metro region and the state of Colorado. We need to complete the EIS process and complete it quickly. With that goal in mind, the city of Boulder supports resolving access issues for communities along the corridor. For example, in Boulder and Boulder County, the city supports BRT all the way to Table Mesa and facilitation of carpool access between McCaslin and Boulder. In Westminster and Broomfield, the city supports addressing design changes such that managed lane facilities benefit communities and fit with their local plans. The city supports aligning the DEIS comments with the policies established in the community planning processes. For Boulder, such plans would include the Boulder Valley Comprehensive Plan, the City Transportation Master Plan, and our Transit Village Area Plan, which is scheduled for adoption later this month. The city insists on a complete and thorough analysis from the U.S. 36 EIS project team to consider impacts and potential mitigation for issues such as noise and vibration and impacts to wetlands, travel time, benefits for various modes, and impacts on affected street systems. In estimating transportation impacts, local plan conditions and current projected travel modes splits must be incorporated into modeling and analysis rather than solely relying on regional models and predictions.</p>	<p><b>Response to Comment #207-1:</b> See response to Comment #17-1.</p>
<p>Comment #207-1</p>		

Commenter	Comment	Response to Comment
<p>Comment #207-1 (cont.)</p>	<p>We acknowledge that significant challenges exist to identifying the funding necessary to fully implement any solution for the corridor. For this reason, we ardently support development of implementation phases that identify minimum operable segments which may be reasonably expected to be funded. The project team should look to the Urban Partnership Agreement submitted in April to the U.S. Department of Transportation. The project outlined in that application provides a model for initial improvements that should be considered as a first phase of any project or as a phase of a hybrid project. Key elements of that plan include a buffer separated lane in each direction for carpools, van pools, and buses; construction of as many of the in-line BRT stations as funded by FasTracks as those interchanges are reconstructed; and a Boulder/Denver bikeway configured as an off-street, separated multi-use path that will be implemented as part of each project phase. Again, I'd like to thank the project team for this opportunity, for coming to Boulder, and now I'd like, I believe, to hand the floor over Deputy Mayor Ageton to complete the city's comments.</p>	
<p>Lynn Segal Comment #208</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: I'm not I look my notes before any of the people that I agreed with completely like Al and Kathleen and Jesse spoke and many others too. I promise they should have sequestered us because I think that the people in Boulder have a lot of vision. First of all, there needs to be a jobs/housing balance, not unlike many of you familiar with how you're supposed to fix up your house so you use less energy. First, you know, you put sealant so that the cold air can't get in and you do mitigation in your house. You get windows that are energy efficient. And there's a model for that in this highway situation that is basically travel demand management, and that implies that we have to have essential jobs in Denver, not jobs like mine that can be done in Boulder when I'm commuting to Denver. And there needs to be a plan for that. And we need to get the Burlington Northern going with existing trains that we have, and we need to cancel this whole project, the whole thing, FasTracks, all of the improvements, everything until we see how that works. And there needs to be a long-term plan. And much longer than the Sierra Club proposal. I say a 500-year plan, not just a 50-year plan, and I don't think that's funny at all.</p>	
<p>Comment #208-1</p>		<p><b>Response to Comment #208-1:</b> The US 36 corridor study complies with local and regional long-range plans and visions, which include planning for jobs and housing.</p>
<p>Comment #208-2</p>		<p><b>Response to Comment #208-2:</b> The US 36 Commuting Solutions is an organization that was established in 1998 to assist in managing congestion, improving air quality, and offering commuting options on the US 36 corridor. US 36 Commuting Solutions, with support from communities along the corridor, works to find funding for and implement TDM programs benefiting US 36. Included in these programs are efforts to encourage carpooling and teleworking where feasible.  DRCOG is required by federal law (23 CFR 450.322) to prepare and adopt a long-range transportation plan to guide decisions related to transportation investment and improvements in the Denver metropolitan area. Likewise, CDOT is required (23 CFR 450.214) to</p>



Commenter	Comment	Response to Comment
<p>Comment #208-3</p>	<p>And let's see here. I don't know if anyone read about the ultra capacitors article in the "Colorado Daily" on Tuesday, but there's now a proposal possibly - this has been worked on, this technology, for 20 years - but its potential there is a car that is in Toronto, the Zenn car, that is going to run on an ultra capacitor, and that will - if ultra capacitors can work, there will not be need for batteries anymore.</p> <p>What we need to do is have a large scale plan with electronic transportation across the United States, and Boulder needs to be tied in to the network. And we need to be going east, and we need to - as we move across Boulder, either through the intermediary way of doing this might be bus rapid transit, but we need bus rapid transit on an elevated section going across from south to north Boulder as well and just BRT between Denver, and Boulder as an immediate plan for the long-term full electronic system.</p>	<p>prepare and adopt a long-range transportation plan for the entire state of Colorado. These plans must cover a planning period of not less than 20 years. The current long-range statewide and regional plans adopted by CDOT and DRCOG in 2007 cover a 28-year period up to 2035. Both the state of Colorado and DRCOG have expanded upon the required timeframe for their long-range transportation planning. A 500-year planning horizon would not be very useful, in that predicting the state of transportation technologies, funding, and construction materials so far into the future would not be very reliable.</p> <p><b>Response to Comment #208-3:</b> Comment noted.</p>
<p>Comment #208-4</p>	<p>Because jet fuel is getting too expensive. You know, they got to Paris to some town in Germany super fast like Jesse is saying, you know, 200-plus miles an hour - and that's the kind of visionary plan that we need to have here. And the other thing is there's way to much impact on intra-Boulder transportation from growing things without challenging it with a jobs/housing balance first.</p> <p>In addition, I wanted to make it clear that there should be a long range transportation plan all the way across the United States and this to be part of it so that we aren't sinking this, you know -- I think the whole FasTracks project is more than \$685 million. I think it's a couple of billion, so that we won't be sinking that into something -- something that -- with that much expense into something that's going to be redone anyway because these high-speed electric transit systems use some kind of different, you know, rail system or they, you know, or magnetic or something, you know, that's not compatible and that causes us to have lost all of its major money. And the other thing is that we need to do something called -- what I like to call retro localization, not unlike the concept of relocalization, which is based on what I spoke about, the jobs/housing balance, and getting communities to depend and be self-sustained -- self-sustainable within, you know -- get most of their resources available within 50 miles of the center of a community.</p>	<p><b>Response to Comment #208-4:</b> BRT on an elevated section going from south to north Boulder was not studied in this EIS process. This could be studied in the future, but would have substantial visual impacts and would be quite costly. BRT between Boulder and Denver is a part of the Combined Alternative Package (Preferred Alternative). See the general Combined Alternative Package (Preferred Alternative) response in the Clarification and Detail for Common Comments section of this volume.</p>
<p>Comment #208-5</p>	<p>In addition, I wanted to make it clear that there should be a long range transportation plan all the way across the United States and this to be part of it so that we aren't sinking this, you know -- I think the whole FasTracks project is more than \$685 million. I think it's a couple of billion, so that we won't be sinking that into something -- something that -- with that much expense into something that's going to be redone anyway because these high-speed electric transit systems use some kind of different, you know, rail system or they, you know, or magnetic or something, you know, that's not compatible and that causes us to have lost all of its major money. And the other thing is that we need to do something called -- what I like to call retro localization, not unlike the concept of relocalization, which is based on what I spoke about, the jobs/housing balance, and getting communities to depend and be self-sustained -- self-sustainable within, you know -- get most of their resources available within 50 miles of the center of a community.</p>	<p><b>Response to Comment #208-5:</b> See response to Comment #208-2. A regional transportation plan is prepared by DRCOG. A nationwide transportation plan does not currently exist, but FHWA does review and approve the project and FHWA has a national perspective.</p>
<p>Comment #208-6</p>	<p>In addition, I wanted to make it clear that there should be a long range transportation plan all the way across the United States and this to be part of it so that we aren't sinking this, you know -- I think the whole FasTracks project is more than \$685 million. I think it's a couple of billion, so that we won't be sinking that into something -- something that -- with that much expense into something that's going to be redone anyway because these high-speed electric transit systems use some kind of different, you know, rail system or they, you know, or magnetic or something, you know, that's not compatible and that causes us to have lost all of its major money. And the other thing is that we need to do something called -- what I like to call retro localization, not unlike the concept of relocalization, which is based on what I spoke about, the jobs/housing balance, and getting communities to depend and be self-sustained -- self-sustainable within, you know -- get most of their resources available within 50 miles of the center of a community.</p>	<p><b>Response to Comment #208-6:</b> Both LRT and Advanced Guideway Transit (AGT) (such as magnetic levitation) were considered during the alternatives analysis phase for this project. AGT was dropped because of its complex technology, its difficult logistics to implement, the lack of proven service in a similar corridor, the incompatibility with other plans for the Denver metropolitan area, and the fact that less costly alternatives provide greater levels of transportation service. Light rail was dropped as an alternative because it failed to meet the project Purpose and Need,</p>
<p>Comment #208-7</p>	<p>In addition, I wanted to make it clear that there should be a long range transportation plan all the way across the United States and this to be part of it so that we aren't sinking this, you know -- I think the whole FasTracks project is more than \$685 million. I think it's a couple of billion, so that we won't be sinking that into something -- something that -- with that much expense into something that's going to be redone anyway because these high-speed electric transit systems use some kind of different, you know, rail system or they, you know, or magnetic or something, you know, that's not compatible and that causes us to have lost all of its major money. And the other thing is that we need to do something called -- what I like to call retro localization, not unlike the concept of relocalization, which is based on what I spoke about, the jobs/housing balance, and getting communities to depend and be self-sustained -- self-sustainable within, you know -- get most of their resources available within 50 miles of the center of a community.</p>	<p><b>Response to Comment #208-7:</b> See response to Comment #208-2. A regional transportation plan is prepared by DRCOG. A nationwide transportation plan does not currently exist, but FHWA does review and approve the project and FHWA has a national perspective.</p>

Commenter	Comment	Response to Comment
<p>Comment #208-8</p>	<p>In light of the fact that oil is -- you know, we're obtaining peak oil. And that we should save what little oil we have as a bridge resource to other resources and just triage our resources and our transportation corridor for those resources, be they intellectual resources, you know, certain key jobs that are only available in the major metro areas that people do have to transport themselves to, and the city can't be too full with their residences there as opposed to sustainable resources, agriculture, and everything within and near the community.</p>	<p>failed to meet the cost-effectiveness goal, and created adverse environmental impacts on very high-quality wetland and endangered species habitat.</p> <p><b>Response to Comment #208-7:</b>                      Comment noted. TDM is one approach to making the most of existing resources. TDM is included in all of the build packages, including the Combined Alternative Package (Preferred Alternative). See the Combined Alternative Package (Preferred Alternative) description in Section 2.6, Package Descriptions, for more information.</p> <p><b>Response to Comment #208-8:</b>                      Comment noted. See response to Comment #208-7.</p>
<p>Comment #208-9</p>	<p>And the same goes for the intellectual resources, that people should do their jobs within the community as well. This puts a much less greater impact on environmental concerns that were brought up this evening and noise pollution and other traffic mitigation problems that arise when you have more people coming in to a community.</p> <p>And then we should -- you know, I agree that we're going to grow, but I think that we need to really consider the Burlington Northern rail system and get that going and then get a much more well thought out long -- very long-term transportation plan going.</p>	<p><b>Response to Comment #208-9:</b>                      Comment noted. The US 36 project and is funded through the RTD FasTracks Program.</p>
<p>Comment #208-10</p>	<p>The other part of this system is that the localized communities need to develop small scale delivery trucks and small scale buses that will be electric, that are appropriate for electric even if we don't get the ultra capacitor obviating the need for batteries at all, even if we just have batteries, the way we're working now and we could get hybrid cars and we could get electric delivery vehicles that could only go 40 miles, great because within the smaller communities, those will be effective, they're quiet, electric buses and electric small-scale, you know, either delivery or transportation for multiple adults, small scale.</p> <p>This will drive the way the whole transportation system is set up because people will be moved around more easily within the localized communities, and that actually even improves the chances for people that are set on improving, doing major large-scale transportation corridor improvements because -- because it will be more acceptable to the localized communities because the impacts of that extra population on those communities will be -- have -- will be minimized.</p>	<p><b>Response to Comment #208-10:</b>                      Comment noted. The US 36 project would not prohibit the implementation of these programs by the local jurisdictions.</p>

Commenter	Comment	Response to Comment
<p>Chuck Sisk, Mayor of Louisville Comment #209</p> <p>Comment #209-1</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:</p> <p>Good evening, and thank you for allowing me to speak. My name is Chuck Sisk, and I'm the mayor of Louisville. A number of the comments that you've heard by Commissioner Toor, Deputy Mayor Ageion, and Mayor Ruzzin are something that would be replicated in terms of what's happening to Louisville.</p> <p>Right now, we have some significant concerns about the fact that the BRT ends at Cherryvale. It needs to go to Table Mesa. We're very concerned about the fact that carpooling between McCaslin and west of Boulder needs to be allowed. We're certainly considerate of the fact that it's not that long of a commute, but if we don't have carpooling, somehow it's never going to get done. So that's something that really needs to be addressed.</p> <p>Now having said that, one of the aspects here is that we've looked at P 2 and P 4, and I'm going to tell you that the collaboration of the mayors and the county commissioners which started in 1999, and it's seen a couple of people come and go during that time, really is one that has come together. And so part of this was a submittal of the partnership, the urban partnership, which unfortunately we weren't one of the top five chosen. It's beside me as to how that occurred.</p>	<p><b>Response to Comment #209-1:</b> See response to Comment #13-2.</p>

Commenter	Comment	Response to Comment
<p>Commenter</p> <p>Comment #209-1 (cont.)</p>	<p>The fact is that really opened up a lot of doors. So I would suggest to the public comment that really what we're looking at is really a combination of P 2 and P 4 because what we saw there was a chance to really move traffic forward.</p> <p>And certainly the other - some of the other speakers have seen this because what we are asking is that people been given choices, and that's what has happened. We want people to be able to get on the highway and get off the highway. And so that involves - if you have barriers separated, that becomes pretty difficult to get off and get on when you're trying to get to your businesses.</p> <p>So we're looking here in terms of - at least the urban partnership that was looked at did not involve barrier separated. but rather line separated. It also would involve technology where people could make choices, which we support, in terms of saying do I want to go on in the HOT lane, do I want to go in the HOV lane or the BRT lane. Because what we're trying to do and this is what we're encouraging in Louisville, we want people to say this is our choice, do we want to get in the general purpose lane, do we want to get in the dedicated lane. So from the standpoint of mobility, we're in support of mobility. We also like the fact that there is a multi-mobile transportation alternative, ergo BRT. So that's something that is critical as far as Louisville is concerned. So when we come back to this, what we're suggesting is without any further delay, which four years later and \$15 million later, we are asking for a hybrid of P 2, P 4 which will allow this project to be built in such a way to then really amalgamate what are the best parts of P 2, the best parts P 4.</p> <p>We also support and even though it's not here - we support Broomfield and Westminster, making sure that they have access points. Because, again, when we come together with the Highway 36 users, we're all in this thing together. And I think that's something that you people need to know, is that your elected officials have been coming together and we've been spending time trying to figure out what would be best. Clearly the EIS is in the process. We have not predetermined anything, but in terms of trying to come up with some solutions.</p> <p>And I tell you what really gets me is just sitting around and not seeing something happen. So this is an opportunity, and so from that standpoint, we really look forward to this DEIS being completed. We thank very much CDOT, RTD for their cooperation because it's really been extraordinary and they get banged around a lot, but these agencies are really coming forward and helping us, along with the federal agencies, so we thank you. Jonathan, we also thank you and your group for your expertise in leading us through this process. Thank you so much.</p>	

Commenter	Comment	Response to Comment
<p>Mark Stangl Comment #210</p> <p>Comment #210-1</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:</p> <p>I'm Mark Stangl, and I'm representing the Martin Acres neighborhood association, and that is the area from Table Mesa to Baseline, and we are very concerned about the current noise levels that Lois LaCroix just mentioned.</p> <p>How many people are here that are concerned about the high level of noise? Let's have a show of hands. So most of the people here are not here to consider the impacts of the proposed systems right now. I think we're all thinking about these choices, but we are here, the vast majority of people are here concerned about the existing noise levels and the lack of attention that's been paid to that on this study.</p> <p>I know that - I understand that in 1998, we raised the speed limit on U.S. 36 in that corridor from 55 miles an hour to 65 miles an hour, and it really has made the areas along U.S. 36 and the houses immediately adjacent and sometimes two or three blocks in almost uninhabitable for any outdoor activities. How many people would agree with that by a show of hands?</p> <p>I'd like to see the people in Boulder City Council and county government pay attention to the number of people that are here that are concerned about that issue. And a sound wall is a great thing and could be a great thing. None of this funded right now.</p> <p>But we have an existing problem and I think that it's been - it's a tragedy that this study has not considered that issue. Thank you very much.</p>	<p><b>Response to Comment #210-1:</b> See response to Comment #16-16 for more information on the location of sound walls in this area. For information on speed reduction, see response to Comment #25-17.</p>
<p>Will Toor, Boulder County Commissioner Comment #211</p> <p>Comment #211-1</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing:</p> <p>Hi. My name is Will Toor. I'm a Boulder County Commissioner, and I'm here to speak on behalf of the Board of County Commissioners. Thanks for the opportunity to comment at this hearing. We will also be providing written comments both individually and as part of the comments of the U.S. 36 Mayors and Commissioners Coalition.</p> <p>Boulder County along with every jurisdiction along the corridor, believes that improving U.S. 36 is an important regional priority and strongly supports funding and implementing improvements on U.S. 36.</p> <p>Boulder County believes that elements of both alternatives have significant merit and should be included in the ultimate decision preferred alternative identified in the FEIS and record of decision.</p>	<p><b>Response to Comment #211-1:</b> See response to Comment #16-1.</p>

Commenter	Comment	Response to Comment
<p>Comment #211-1 (cont.)</p>	<p>However, we also believe that both alternative 2 and alternative 4 are too costly for the benefit that they provide, exceed any likely funding that will be available, and present unacceptably high environmental impacts due to the extensive road widening.</p> <p>We believe that the improvements identified in the Urban Partnership Agreement developed and supported by all of the communities in the corridor, RTD, and CDOT provides a strong foundation for moving forward. This approach is a hybrid which incorporates a high toll lane idea of alternative 2 and the buffer separated approach of alternative 4, while scaling down the total project to a level that provides better cost benefit and minimizes impacts.</p> <p>This creative approach to solving mobility challenges in the corridor addresses the goals of the various communities and provides an effective, affordable, and sustainable approach. The EPA should be the foundation of the preferred alternative ultimately identified in the final EIS and record of decision.</p> <p>We believe that the most important part of this alternative is the provision of high-quality bus rapid transit. To achieve this, there must be an effective direct connection from the bus rapid transit lane to the Table Mesa park-n-Ride.</p> <p>In addition, we would support a phased record of decision which would provide in-line bus rapid transit stations as interchanges along the corridor are rebuilt.</p> <p>While the BRT system will greatly improve transit mobility throughout the corridor, improvements to the local network and connecting routes are also very important.</p> <p>We support the proposed changes to Regional Transportation District Bus System Plan, specifically the improved peak and off-peak service on the L and the DASH and the two new routes through Louisville and Lafayette.</p> <p>We believe the construction and maintenance of a bikeway along and adjacent to U.S. 36 from the Table Mesa interchange needs to be implemented as an integral part of each phase, not as a separate phase that can be easily put off to the very end.</p> <p>Furthermore, the bikeway must be well integrated and connected to the regional bikeway network.</p> <p>I would also note that the EPA alternative, the narrower footprint will allow the bikeway to be placed along Highway 36 without having the same impacts upon wetlands and open space.</p> <p>To maximize the efficiency and effectiveness of any build alternative, we support the funding and implementation of transportation demand management strategies to mitigate congestion during construction and for the long-term system performance of the corridor. A detailed TDM plan with clear funding commitments and time lines should be built into the preferred alternative.</p> <p>Thanks for the opportunity to comment on this document. We believe that it represent considerable progress in achieving our goal of identifying a sustainable, affordable, and effective transportation solution for the U.S. 36 corridor. Thanks.</p>	

Commenter	Comment	Response to Comment
<p>Howard Wachtel Comment #212</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: I'm Howard Wachtel. I live north of Boulder on 9013 Thunder Head Drive. And at various times, I've used buses, trains, planes, and even bicycles. And of those modes, the one that I'm most concerned of being a part of the plan for 36 are the bike paths. I know it's unfashionable to speak against bike paths in Boulder, but I really suspect that on a per passenger mile basis, that it will cost a hundred times as much for the bike paths as for any other aspect, either the train or the BRT. It's a myth that people in Boulder actually use bikes in mass transport to get to work. I, myself, and many of my friends will, for the exercise, take a three- or four-mile excursion into work on a nice day. I don't know of anybody who really is going to travel on a bike path from Boulder to Denver, especially when they're breathing in all of the fumes from the traffic corridor. It's a nice myth, but it is a myth, and I think that probably should be scratched. If you do want to serve the bicycling community and arguably get some return for the money invested, put that money into improving the carrying capacity of the buses for bikes. Rig up the buses to carry 12 to 15 bikes each and have some kind of rapid loading and unloading system so it doesn't slow the buses down. These are technologically possible and you'll have people that will bike to the bus, bike from the bus, but not in parallel to the bus. And if there's anything leftover, use it to improve the bike paths from the stations to the bike paths that exist now. Finally, I would like to second the comment made as to the absurdity of going ahead in parallel with both the choo-choo train and the BRT model. I don't think that people are going to spend an hour on a train when they can with equal probability get into Boulder - from Boulder to Denver in a half an hour on a bus. If both scenarios are correct, the BRT will win out. If you're wrong and the BRT proves inadequate or too slow, you can always go back and add rail, but I think the rail plan should be put on the back burner. And I know that this involves lawyers and politicians, et cetera, but somehow there must be a way to get these things back on the same agenda. If we don't do that, if we go ahead with these two plans, we will not have a FasTracks plan. We will have two half-ass tracks, and there are two ways of spelling half-ass from the stenographer's point. You can spell it either way, use that pronunciation to spell out two different terms, each of which will apply in this case. Thank you.</p>	<p><b>Response to Comment #212-1:</b> See the general bikeway response in the Clarification and Detail for Common Comments section of this volume. Throughout the project, the communities in the corridor have expressed strong support for a regional bikeway facility that would connect to their local facilities, providing a network of bikeways that truly facilitate traveling by bicycle throughout the northwest metropolitan area. As such, the regional bikeway is included in the US 36 project.</p>
<p>Comment #212-1</p>		
<p>Comment #212-2</p>		<p><b>Response to Comment #212-2:</b> The US 36 corridor routes are among RTD's highest demand routes for bringing bikes on buses. The regional type buses used on US 36 contain front-end bike racks as well as undercarriage storage for bikes. An internal RTD committee has determined that it is not possible at this time to add bike storage capacity externally due to several reasons (i.e., can't put bikes on top of or on the sides of buses -- although customers have suggested it; can't add more racks on the front due to headlight obstruction and the increase of the bus width; and can't add racks on the back due to security reasons and obstruction of access to the engine). Capacity can't be added internally due to the displacement of other passengers. Suggestions about bike-only buses have been dismissed at this time in the face of budget issues -- RTD can't afford to add trips on US 36 routes (especially because the actual passenger carrying capacity would be significantly diminished for the cost of the trip).</p>
<p>Comment #212-3</p>		<p><b>Response to Comment #212-3:</b> See response to Comment #68-1.</p>

Commenter	Comment	Response to Comment
<p>John Warner Comment #213</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: My name is John Warner. I'm a resident in Frasier Meadows, and I would like to thank AI for his comments, and I agree with them 100 percent. I would like to say that I do agree in general - I realize that the EIS is very preliminary. Look at the problems that are faced in expanding the highway. And I agree in general with the big picture idea of what needs to be done as far as improving transportation options. I'd like to make a couple of comments. One, I'd like to see in the future some sort of idea of phasing. I think that sound walls, sound barriers and bike paths are important to add first before we tear up the highways and limit the amount of traffic that can travel back and forth to Denver, bus transportation, that sort of thing. I think we really need to know how we're going to be impacted for the next five or ten years construction-wise. And secondly, I'd like to know what the city of Boulder is planning for these areas such as the continuation of 36, 28th, Table Mesa, how - and also the Table Mesa park-n-Ride, how the city of Boulder plans to address the issues of increased traffic in those areas. And I've just learned tonight that while there is talk about the environmental impact of noise to Martin Acres and Frasier Meadows that a sound barrier is being talked about and not a berm, and I'd like to say that that's unacceptable as a resident living along the highway. That's it.</p>	<p><b>Response to Comment #213-1:</b> This project is proposed to be phased as funding is identified. See Chapter 8, Phased Project Implementation, for more detailed information.</p> <p><b>Response to Comment #213-2:</b> See response to Comment #156-5.</p> <p><b>Response to Comment #213-3:</b> For information on noise berms, see response to Comment #14-21.</p>
<p>Mr. Young Comment #214</p> <p>Comment #214-1</p>	<p>Comment submitted verbally to the court reporter at the September 6, 2007 US 36 DEIS Public Review and Hearing: I live in Frasier Meadows. I'm concerned about the closure of the access and egress from Frasier Meadows onto the new proposed highways so we cannot access our neighborhood at all, nor can fire service. So it needs to be looked at where are they going to build a new fire station and if they are because we're cut off from any emergency services that are currently provided to us.</p>	<p><b>Response to Comment #214-1:</b> The existing accesses in to the Frasier Meadows neighborhood from Baseline Road and Foothills Parkway would not be affected by the proposed changes to US 36, and emergency services would continue to access the neighborhoods as they do today. See also response to Comment #44-1.</p>