

Extended Neighborhood Outreach

The City of Denver and CDOT are working together to provide extended neighborhood outreach regarding the I-70 alignment between Brighton Boulevard and Colorado Boulevard. This outreach effort is focused on the neighborhoods of Elyria, Globeville and Swansea.

Public Meetings

A series of larger public meetings and working group meetings will be held through the spring of 2012. Meeting presentations and notes will be posted on this website.

Community members & interested parties: at the November I-70 Community Outreach meeting it was announced that the next public meeting would be held the week of December 12th. In the interest of having more time for the focus groups to meet and discuss issues, this meeting will be held in late February or early March, location to be determined later. In the meantime the five focus groups have been meeting and are identifying key issues and opportunities. If you are interested in participating in a focus group see contact information below.

Focus Groups

If you would like to be involved in a focus group to discuss various topics of concern to the neighborhoods in the vicinity of the I-70 bridge viaduct over the next few months please email or call Karen Good at Denver Public Works (contact information below).

Focus group topics include: [\(For more information and notes regarding individual meetings please see Forum Notes Section\)](#)

- School and recreation center
(Meeting #1 December 14, 2011, 5:30pm to 7:00pm, Swansea Elementary School - 4650 Columbine St, Auditorium)
- Housing impacts and relocation
(Meeting #1 December 20, 2011, 5:30pm to 7:00pm, Swansea Rec Center, 2650 E 49th Ave - Craft Room)
- Future enhancements
(Meeting #1 December 21, 2011, 3:30pm to 5:00pm, Focus Points Family Resource Center, 2501 East 48th Avenue - conference room)
- Business interests and redevelopment
(Meeting #2 January 3, 2012, 3:30pm to 5:00pm, Geo Tech 2650 East 40th Avenue - cafeteria)
(Meeting #1 December 15, 2011, 3:30pm to 4:30pm, Geo Tech 2650 East 40th Avenue - cafeteria)
- Neighborhood communications
(Meeting #2 January 3, 2012, 1:30pm to 3:00pm, location tbd)
(Meeting #1 December 14, 2011, 3:00pm to 4:00pm, Focus Points Family Resource Center, 2501 East 48th Avenue - conference room)

Environmental Impact Statement (EIS)

In July 2003, CDOT and Denver's Regional Transportation District (RTD) began a joint study effort called the I-70 East Corridor Environmental Impact Statement (EIS). An EIS is typically a three to five-year decision-making process required before any major federally-funded transportation project can be built. The EIS ensures that issues affecting the community and the environment are identified and considered before making a final decision. The process is conducted by local, state, and federal agencies and is a requirement of the National Environmental Policy Act (NEPA).

The purpose of the I-70 East Corridor EIS was to improve transportation along the I-70 highway corridor from I-25 to Tower Road and to explore potential rapid transit options from Downtown Denver to Denver International Airport.

Environmental Resources

The I-70 East EIS will consider possible effects that alternatives might have on a variety of social, environmental, and economic resources. These resources include:

- Social and Economic Conditions
- Environmental Justice
- Land Use and Zoning
- Land Acquisition, Displacements, and Relocation of Existing Uses
- Historic Properties
- Visual and Aesthetic Qualities
- Parklands and Recreation
- Air Quality
- Energy
- Noise
- Biological Resources
- Floodplains and Drainage/Hydrology
- Wetlands and Waters of the U.S.
- Water Quality
- Geology and Soils
- Hazardous Materials
- Utilities
- Construction
- Cumulative and Secondary Impact Considerations

Assessments of the potential effect on each of these resources due to project alternatives are being prepared as part of the EIS.

Project Separation

In June 2006, the highway and transit elements of the I-70 East Corridor were separated into two independent projects, reflecting that they serve different travel markets, are located in different corridors, and have different funding sources. The intent of the separate highway environmental study is to identify highway improvements along I-70 between I-25 and Tower Road that would improve safety, access, and mobility and address congestion. The transit study, the East Corridor EIS, is focusing on transit improvements between downtown Denver and Denver International Airport. Additional information on the East Corridor EIS can be found at: www.eastcorridor.com

Prior Public Outreach

The objective of the community outreach program is to solicit input through an open, dynamic process that includes as many of the residents, businesses, property owners, agencies, stakeholders, and community groups within the study area as possible. The process has been structured to involve people early and often, and to share information as it becomes available.

Community outreach for the I-70 East EIS has used a variety of techniques, including:

- Hiring residents from the neighborhoods to help share project information
- Conducting and requiring extensive training for anyone that will be interacting with the public
- Using flyers to notify residences and businesses of meetings
- Conducting door-to-door outreach as a first contact in many neighborhoods
- Holding block meetings within neighborhoods
- Attending neighborhood association meetings and business meetings
- Conducting neighborhood meetings and larger corridor-wide meetings
- Providing translation, child care, and meals at meetings
- Establishing working groups to address specific issues
- Involving the media in a proactive manner
- Meeting frequently with local and state elected officials

Community Outreach Techniques

We have used a variety of techniques to ensure meaningful involvement from the community. The outreach process was designed to be personal and extensive. It began at a one-on-one level and expanded to bring



together the many interests in the corridor. A variety of opportunities have been made available for the community to get involved and stay informed about the project. These include:

Newsletters and Mailings



Newsletters and mailings are being used to provide project status updates and information. They are mailed to the people on the project mailing list at critical points during the project. I-70 East EIS newsletters and mailings are English and Spanish publications.

Advertising

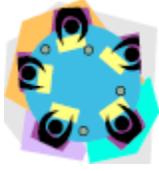
Advertisements are placed in weekly newspapers, Denver daily newspapers, and other relevant local publications to announce meetings and other important study information. Look for ads in the Denver Post or Rocky Mountain News, El Seminario, El Hispano, Denver Urban Spectrum, Denver Weekly News, La Voz, and other local publications.

Website

The project website is being used to disseminate information and provide a schedule of events. The site includes English and Spanish options and includes features such as an on-line feedback form, an automatic update email distribution for when new information is posted, a location for media information,

and technical documents or reports. The website is updated on a regular basis with the intent of providing real-time project information.

Stakeholder Meetings



Stakeholder meetings have been held on an as-needed basis and typically include property or business owners, business or homeowners associations, special interest groups, religious organizations, neighborhood associations, police/fire personnel, and others as appropriate. These are typically a presentation at the group's regularly scheduled meeting, but can be specially-arranged meetings.

Corridor-Wide and Neighborhood-Specific Meetings

Corridor-wide and neighborhood meetings have been conducted at major project milestones or for specific topics and provide opportunities for the community to interact with the project team and discuss project issues and recommendations.

Working Group

The Highway Working Group includes members of all of the highway-related working groups (community impacts, interchanges, alternate routes, bike/pedestrian/open space, economic development, trucking/motor carriers) from the I-70 East Corridor project. The group has discussed issues and approaches to various project concerns and is open to anyone.

Committee Meetings

Various agency committees have been meeting throughout the project to discuss issues and develop recommendations. Forums are provided at these committee meetings to hear community input.

Scoping Summary

Scoping is a formal coordination process used to gain input on the extent of the project and the major issues that need to be addressed.

In the scoping portion of the study, which is now complete, the project team met with the community, stakeholders, and numerous government agencies to identify issues in over 50 scoping meetings. Through these meetings participants offered numerous ideas about transportation-related issues in the corridor. Major topic areas identified in scoping included:

- Need to consider multi-modal alternatives (bicycle, pedestrian, transit, automobile)
- Health concerns
- Availability of funding for construction
- Toll road concerns
- Safety concerns
- Noise
- Congestion
- Alternate route suggestions
- Construction timing and effects to businesses and the community
- Interchange locations
- Accommodation of growth and local plans
- Drainage on the highway and existing bridges

Issues unrelated to the EIS that were brought up during the scoping process have been passed on to appropriate agencies. A summary of the community outreach and scoping process has been documented in a Scoping Report, available for review at the project office.

Project Purpose and Need

Based on comments received during the scoping process at the beginning of the study, plus an early technical assessment of I-70 operating conditions, a statement of project purpose and need has been developed to guide the identification of alternatives and measures by which alternatives will be evaluated.

Project Purpose

The purpose of the project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70.

Project Need

The need for this project results from the following issues:

- Increased transportation demand
- Limited transportation capacity
- Safety concerns
- Transportation infrastructure deficiencies

Alternatives

Initial and Comparative Screening Results - Alignments

Alignment	Initial Screening	Comparative Screening	Included in Corridor Alternatives
Section 1 I-25 to Brighton Boulevard			
Existing I-70 vertical alignment			●
Existing I-70 horizontal alignment			●
Lower I-70 below existing ground	✗		
Add a level to the viaduct		✗	
Enclose I-70		✗	
Put I-70 at-grade	✗		
Triple level section of I-70 (below ground)	✗		
I-70 tunnel	✗		
I-70 above and below with 46th Avenue at ground level	✗		
Section 2 Brighton Boulevard to Colorado Boulevard			
Existing I-70 vertical alignment			●
Existing I-70 horizontal alignment			●
Lower I-70 below existing ground			●
Add a level to the viaduct		✗	
Enclose I-70		✗	
Put I-70 at-grade			●
Triple level section of I-70 (below ground)		✗	
I-70 tunnel			●
I-70 above and below with 46th Avenue at ground level		✗	
Section 3 Colorado Boulevard to I-270			
Existing I-70 vertical alignment			●
Existing I-70 horizontal alignment			●
Section 4 I-270 to I-225			
Existing I-70 vertical alignment			●
Existing I-70 horizontal alignment			●
Section 5 I-225 to Peña Boulevard			
Existing I-70 vertical alignment			●
Existing I-70 horizontal alignment			●
Alternatives Off Existing Alignment			
Improve I-270 and reclassify I-70	✗		
Realign the I-70 westbound lanes north	✗		
Realign the I-70 eastbound lanes to Smith Road	✗		
Move I-70 north of Elyria/Swansea (along rail alignment)			●
Move I-70 north of Elyria/Swansea (along 52nd Avenue)		✗	
Move I-70 north of Elyria/Swansea (along I-270/rail alignment)		✗	

-  = Was included in corridor alternatives evaluated in subsequent screening levels
-  = Alternative not carried forward
-  = Not evaluated as stand-alone alternative in remaining screening levels, because it only addresses a specific area along the corridor and not the overall project purpose, need, goals, and objectives. It may be combined with other alternatives as necessary to improve overall system operations

Eliminated Alternatives

Several highway alternatives have been eliminated from consideration, either through the screening analysis, or after additional engineering and technical analysis. Examples of eliminated alternatives include:

Alternative:	Reason(s) eliminated:
Tunnel	Creates additional safety concerns, has substantially higher construction and operation and maintenance costs, may be a higher security risk, affects the same amount of properties, and has the potential for disturbing or encountering soils or waters that may have elevated concentrations of heavy metals. Click to view the <i>Reasons for Eliminating Tunnel Alternative between Brighton Boulevard and Colorado Boulevard</i> memo.
Below grade	Takes three more years to construct and requires closing access to I-70 at Brighton Boulevard, Steele Street, and Colorado Boulevard during construction. Also requires extensive pumping systems and modifications to the existing groundwater table.
Add level to viaduct	Limits the ability to access the upper level from arterial streets that connect to I-70. Also requires complex construction techniques that result in unreasonable costs as compared to other alternatives. The newly constructed viaduct was not designed for another level.
Enclose I-70 with a roof	Requires complex construction techniques that would result in unreasonable additional costs to provide a cover as compared to other alternatives.
Put I-70 at grade	Inability to provide access to community across new alignment, and need to keep the alignment separated from the existing railroad tracks.
Triple level section of I-70 (below ground)	Limits the ability to access the lower levels from arterial streets that connect to I-70. Also requires unreasonable and complex construction techniques that would include large amounts of excavation causing significantly more impacts to adjacent properties. This alternative would involve unreasonable additional costs to put two levels of the highway below ground as compared to other alternatives.
I-70 above and below with 46th Avenue at ground level	Environmental effects of constructing new alignment through South Platte River, and inability to provide connection back to I-25/I-70 interchange.
High Occupancy Vehicle (HOV) lanes	Lower forecasted usage in the special use lanes than tolled express lanes. Also, tolled express lanes are felt to better justify cost and potential effects.

Alternatives Under Consideration For DEIS

The highway alternatives still under consideration in the DEIS have been chosen from an extensive list of alternatives suggested by the public, government agencies, and previous studies. Analysis indicates these final alternatives would have fewer adverse effects on the environment and the community, and are more effective at addressing congestion while improving safety, access and mobility than the alternatives eliminated from further consideration.

Alternative 1 (previously named *Alternative A*) - Adding new general purpose lanes on existing I-70 alignment along length of corridor.



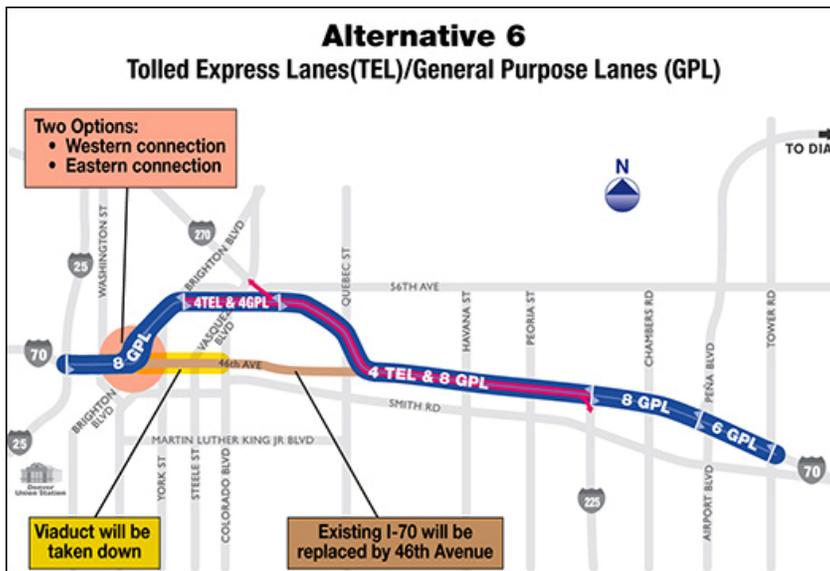
- **Alternative 3** (previously named *Alternative B*) - Adding a combination of general purpose lanes and tolled express lanes on existing I-70 alignment, with tolled express lanes added from east of Colorado Boulevard to Chambers Road, and general purpose lanes added west of Colorado Boulevard and east of Chambers Road.



- Alternative 4** (previously named *Alternative C*) - New alignment beginning at Brighton Boulevard and extending northeast toward new interchange with I-270 near Vasquez Boulevard, then following existing I-270 alignment southeast to existing interchange with I-70. New general purpose lanes added to I-70 along entire length within project area.



- Alternative 6** (previously named *Alternative D*) - As with Alternative 4, re-routing I-70 on new alignment beginning at Brighton Boulevard and along portion of I-270. General purpose lanes added from I-25 to Vasquez Boulevard on realignment and from Chambers Road to Tower Road on existing alignment. Tolled express lanes added from west of Vasquez Boulevard to Chambers Road.



Different options are being evaluated within the alternatives. These options include widening I-70 to either the north or south between Brighton Boulevard and Quebec Street on the existing alignment alternative, and two options for connecting the realignment alternatives to existing I-70 near Brighton Boulevard.

Alternatives Still Under Consideration after the PACT process

CDOT and the Federal Highway Administration (FHWA) entered into a collaborative process to identify a preferred alternative as a part of the I-70 East Environmental Impact Statement process. It is the intention of FHWA and CDOT to adopt the alternative recommended by the I-70 PACT.

The Keystone Center was retained as a neutral facilitator to design and implement the collaborative process, which began with the formation of the Preferred Alternative Collaboration Team (PACT) for the I-70 East EIS. Comprised of state and federal agencies, advocacy groups, and stakeholders from Adams County, Aurora, Commerce City, and Denver, the I-70 PACT engaged in a collaborative dialogue and decision-making process.

I-70 PACT meetings began in July 2010 and continued through July 2011. All meetings were open to the public for observation with brief opportunities for public comment. The PACT has now concluded their work and there will be no future PACT meetings. The PACT showed significant support for the Current Alignment Alternative in early 2011.

- **Alternative 1** (previously named *Alternative A*) - Adding new general purpose lanes on existing I-70 alignment along length of corridor.



- **Alternative 3** (previously named *Alternative B*) - Adding a combination of general purpose lanes and tolled express lanes on existing I-70 alignment, with tolled express lanes added from east of Colorado Boulevard to Chambers Road, and general purpose lanes added west of Colorado Boulevard and east of Chambers Road.

