



## SUMMARY OF BRIEFING FOR STAKEHOLDERS OF THE FORMER PACT

**Date/Time:** August 28, 2013/3:00 PM-5:00 PM

**Location:** National Western Stock Show

### **Attendees:**

Tricia Allen	Art Ballah	Doug Bennett	Larry Burgess
Jim Dileo	Drew Dutcher	Norma Frank	Tom Gougeon
Michelle Halsted	Jim Hayes	Don Hunt	Kate Kramer
Guillermo Serna	Jeanne Shreve	Anthony Thomas	Lesley Thomas
Brad Zieg	Todd Wenskoski	Erika Marting	Kelly Leid
Kirk Webb	Carrie Wallis	Rebecca White	Anahita Behrad
Chris Horn	Anthony Stewart	Eric Rothermel	

### **I. AGENDA**

- 3:00 Welcome & Agenda Review
- 3:05 Project Update
  - Activities since PACT process concluded in late 2011
  - Development and recommendation of preferred alternative
  - Alternatives evaluated in the Supplemental Draft EIS
    - No-Action, Revised Viaduct, Partial Cover Lowered
    - Revisited and eliminated alternatives
- 3:50 CDOT Commitments for Public Involvement on development of the Lid
- 4:00 Denver Vision
- 4:30 What comes next?
  - Supplemental Draft EIS - Public hearings
  - Final EIS – public hearings
    - Addressing public comments
    - Advancing construction plans
    - Project financing
  - Record of Decision (ROD)
  - Early Action Activities – Right of Way acquisition and Union Pacific design
- 5:00 Adjourn

## **II. SUMMARY OF DISCUSSIONS**

Introductions were made by Jody Erickson followed by a presentation by Kirk Webb to provide an update on the progress of the project since conclusion of the Preferred Alternative Collaborative Team (PACT) process in 2011. Kelly Leid, North Denver Cornerstone Collaborative (NDCC), explained Denver's community planning efforts around CDOT's Preferred Alternative with potential revisions.

Below is the highlight of some of the discussions that were raised during and after the presentation:

- Don Hunt, CDOT Executive Director and Doug Bennett, FHWA Deputy Division Administrator, expressed their appreciation to PACT members for their hard work during the PACT process. They stated that although there was no consensus at the end of the process, it triggered CDOT to revisit the previously eliminated alternatives and helped them make a decision on the preferred alternative. The Partial Cover Lowered Alternative which is preliminarily identified as the project's preferred alternative is a combination of the tunnel and below-grade alternatives. During the recent studies it was determined that the drainage to South Platte River and hazardous materials that are present in the area are manageable for the lowered highway.
- There were many different opinions regarding Denver's proposed elimination of Steele/Vasquez interchange. Anthony Thomas, Denver resident, expressed concerns regarding truck traffic and access to the existing businesses in the area without the noted interchange. Commerce City officials also opposed elimination of Steele/Vasquez interchange as they believe this interchange is one of the city's main links to I-70. Drew Dutcher, Elyria neighborhood resident, was in favor of eliminating the interchange to provide for more development opportunities in the area and reducing the highway footprint. CDOT and City and County of Denver (CCD) are currently working together to develop the best solution for this issue. CCD will work with Commerce City and other interested stakeholders and will analyze truck traffic behavior in the area before finalizing the recommendation of elimination of Steele/Vasquez interchange.
- The CCD recommendation will be included in Supplemental Draft EIS and the public will have the opportunity to comment on it.
- A question was raised regarding the funding for the project. Per CDOT, the Brighton Boulevard to Colorado Boulevard portion of the project will be funded largely by Bridge Enterprise funding; however, funding for the remainder of the project has not been identified yet.
- Partial Cover Lowered Alternative has the same life span as the Viaduct Alternative, although the construction cost of a lowered highway is higher.

- There was a concern about vehicles entering the covered section of the highway and if that would slow traffic down like the runway tunnels. Norma Frank, Adams County resident, shared her experience with a lowered highway in Dallas, Texas and stated that the lighting under the cover and the design of the cover made the experience of entering the covered area seamless.
- CDOT and CCD are working together and will ask for public input regarding the highway cover and what it should include.
- Kelly Leid asked a question regarding widening and improvements west of I-25. CDOT responded that the analysis does not show a need for additional capacity west of I-25 at this point. Only 50 percent of the traffic traveling west on I-70 will continue on their route west of I-25.
- Guillermo Serna from Commerce City asked about improvements to I-270; CDOT, in response stated that there is no funding available at this point to pursue any improvements on I-270.