

**From:** George Mayl <comayl@aol.com>

**To:** michael.hancock <michael.hancock@denvergov.org>

**Subject:** Fwd: I-70 Forum Update

**Date:** Thu, Jun 14, 2018 9:28 am

**Attachments:** QUESTIONS RE I70 THAT WERE EXPRESSED AT SEPTEMBER 2017 INC MEETING.pdf (255K),  
QUESTIONS RE I70 THAT WERE EXPRESSED AT SEPTEMBER 2017 INC MEETING.docx (52K)

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Mayor Hancock,

These questions were extracted from the forum transcript and generated the attached document (WORD doc and PDF versions attached) from the September Inter-Neighborhood Cooperation (INC) Delegate meeting.

Please review the documents as they are the concerns of the citizens of Denver and Colorado.

Respectfully,

George E Mayl  
President, INC

**From:** George Mayl <comayl@aol.com>

**To:** michelp.lewis <michelp.lewis@state.co.us>

**Subject:** Fwd: I-70 Forum Update

**Date:** Thu, Jun 14, 2018 9:30 am

**Attachments:** QUESTIONS RE I70 THAT WERE EXPRESSED AT SEPTEMBER 2017 INC MEETING.pdf (255K),  
QUESTIONS RE I70 THAT WERE EXPRESSED AT SEPTEMBER 2017 INC MEETING.docx (52K)

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Mr. Lewis,

These questions were extracted from the forum transcript and generated the attached document (WORD doc and PDF versions attached) from the September Inter-Neighborhood Cooperation (INC) Delegate meeting.

Please review the documents as they are the concerns of the citizens of Denver and Colorado.

Respectfully,

George E Mayl  
President, INC

**From:** George Mayl <comayl@aol.com>

**To:** gov\_constituentservices <gov\_constituentservices@state.co.us>

**Subject:** Fwd: I-70 Forum Update

**Date:** Thu, Jun 14, 2018 9:24 am

**Attachments:** QUESTIONS RE I70 THAT WERE EXPRESSED AT SEPTEMBER 2017 INC MEETING.pdf (255K),  
QUESTIONS RE I70 THAT WERE EXPRESSED AT SEPTEMBER 2017 INC MEETING.docx (52K)

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Attn: Tony

Please pass on to Governor Hickenlooper with our warmest regards.

As I mentioned in our conversation, these questions were extracted from the forum transcript and generated the attached document (WORD doc and PDF versions attached) from the September Inter-Neighborhood Cooperation (INC) Delegate meeting. Please review the documents as they are the concerns of the citizens of Denver and Colorado.

Respectfully,

George E Mayl  
President, INC



## QUESTIONS RE I-70 EXPANSION EXPRESSED AT SEPTEMBER 2017 INC FORUM I-70/PLATTE TO PARK HILL STORM DRAINAGE

### **Mobility/Traffic**

Is it true that the EIS says only eight lanes are needed on I-70 in 2035 and 2040? Why does the project allow for 22 lanes of service roads?

The argument over it is, how many lanes would you need to replace I-70 to run up traffic on 270? The question is, where, exactly, are they going and what connections are they making?

CDOT is state. CDOT says we are the state, we are going to tell you what to do, we know what is best. Where is the pressure coming from? What are the real motives for this "mistake? Who stands to gain from this?

CDOT themselves stated that traffic will be back to current levels in five to 10 years. Can you address the concept of *induced demand* and what other cities are doing instead of building more lanes?

Re no north frontage road: What do you need a north frontage road for? That is another 45 feet taken out of the neighborhood. When they get to the cover that they are building over the depressed section, there is no north frontage road, so you have to ask, why the intrusion into the neighborhood for this additional distance?

Why aren't you tying your managed lanes on I-25 to the managed lanes on I-70 so people coming out of downtown get in the managed lanes and they get right on to I-70?

Why did CDOT fail to look at I-70 as part of a more comprehensive solution of east-west mobility strategy with I-270, local street connectivity, rail and other modes in the entire corridor from Aurora to Lakewood?

Mayor Hancock announced at his City address that his goal is to cut trips of single occupancy vehicles by 50% by a certain year. How will the I-70 east-west expansion affect that goal? Why isn't that project included in Denver's 2020 sustainability goals? How would the expansion impact that plan?

There are lots of businesses, industries and warehouses located in the I-70 corridor; so how will transport needs be met without the highway?

CDOT says there are 200+ industries along the I-70 corridor and removing I-70 would cause semi trucks on residential roads, any thoughts about industry along the corridor?

Diverting I-70 traffic onto 270/I-76 will make traffic even worse on those highways. How will the increased traffic be addressed?

Okay, great, this is a bad idea but what should we do?" What is the alternative to the highway?

### **Safety/Health/Welfare**

Part of licensure requirement is that PE's show and recognize that their primary obligation is to protect the safety, health, property, and welfare of the public. So, what does that really mean?

[Note:] Robert Woods Johnson Foundation's study on life expectancy shows an 11-year difference in 2016 between Washington Park residents vs. Globeville residents - 84 years for Wash Park, 73 for Globeville.

What is the origin of the contamination? How is it stored, and who is responsible for monitoring? Will it be mitigated?

What are the contaminants? FEIS said there were 132 contamination sites within the area of the ditch. These resulted from about 54 different industries and businesses including smelters. This is, as a note, one of the reasons any below-grade option was dismissed before Don Hunt (CDOT Director) resurrected this option.

The partial covered lowered (PCL) is one option that intercepts the most number of hazardous, potential hazard groups...waste, locations, leaking underground storage tanks and underground storage tanks that have not yet been identified as leaking. So, what would happen? That is a regime that feeds the South Platte, the farmers who water their crops all the way from Denver out to Weld County, Fort Morgan, Julesburg; the heavy metals go on. Have they considered how this is going to affect the groundwater regime in the area?

Why is there no comprehensive plan to remediate superfund sites first, before megaprojects are allowed?

Under NEPA, federal agencies are required to disclose the impacts of a highway project to the public and consider reasonable alternatives. We allege that FHWA did not consider the impacts to public health that will result from increasing traffic in the I-70 corridor by 65%, from 177,000 vehicles' trips per day to 292,000 by 2035. How does increased traffic impact human health?

## **Storm Water Detention**

With another plan for storm water detention plan for Park Hill Golf, how will this impact the I-70 plan in the end? Then, let's speak to the Army Corps plan to release more water from Cherry Creek Reservoir and impact at Globeville Landing. This concern relates to the Houston hurricane. The community of Beaumont (near Houston) was flooded as a result of releasing water from the reservoir, not because of the hurricane.

And, what are the alternatives if the city does not build the storm water detention lane in City Park Golf Course?

"When was our last 100 year flood?"

## **Funding/Legal**

What is the timeline for the lawsuit?

If a PCL alternative is legally blocked, will or can CDOT rebuild the viaduct in place, or will the way be cleared for a boulevard?

Is this [funding] an issue of TABOR? Is that why we are ranked 50<sup>th</sup> out of 50 relative to State DOT performance?

CDOT has the power, how is this possible and why?

Why do we need toll roads on a tunnel?

CDOT is giving \$54 million to drainage per Inter Governmental Agreement, but it says "there are no federal funds"; how does CDOT segregate federal money from non-federal money?

They skipped the step for NEPA which is a massive part of that project that got handed off to Denver. Then, what's related to that is the cost to expose what the project costs are. What are they?

We know some of the contractors involved that are throwing out swag numbers; everything is rounded down to get in the door with the project and there is no Federal funding for these overruns. So, it is going to hit major areas of the state budget, health, education, and other transportation projects?

We have already seen the drainage costs go up six times from what was initially represented. Why do we not know the interest rate on these loans? I do not think there are any loans yet, but, how much is the interest on these mortgages? Does anyone have any information on the finances?

What can we encourage neighbors to do to make a difference in stopping this project? What can INC do to help the city get this right for all of us?

What is the next step after we stop the ditch? So, basically, what are these people here, now that you are all appropriately outraged, what can you do to make things right for our community?

## **RESULTING MOTION FROM THAT MEETING**

That INC neighborhoods oppose the proposed expansion of I-70 because it increases the health impacts on our neighborhoods, and to call upon Governor Hickenlooper and Mayor Hancock to halt the project until all health impacts have been eliminated.

Passed by majority of INC voting delegates: 22 favored, 2 opposed and 4 abstained.

### **Submitted by**

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### **CONTACTS:**

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