



June 6, 2013

Don Hunt, Executive Director  
Colorado Department of Transportation  
4201 E. Arkansas Ave  
Denver, CO 80222

Dear Mr. Hunt:

It has come to our attention that a small number of people believe the decision by CDOT and the I-70 PACT stakeholder group to leave I-70 on its current alignment should be disregarded and that the option of realigning I-70 along the I-270 route should be unilaterally pursued. The City and County of Denver, Adams County, and the City of Commerce City continue to support CDOT's decision to keep I-70 on its current alignment and place it below grade for the following reasons:

- The City and County of Denver, Adams County and the City of Commerce City continue to honor the tremendous work of the I-70 PACT, which consisted of key stakeholders, including residents, businesses and community leaders. The I-70 PACT spent many months carefully analyzing all available data, objectively reviewing every alternative and listening openly to everyone affected by the alignment alternatives. CDOT relied heavily on the I-70 PACT's recommendation to leave I-70 on the current alignment. We trust and respect the work of the I-70 PACT and intend to honor its thoughtful recommendations.
- It is crucial that I-70, I-76 and I-270 remain separate, regional routes so incident responders have non-congested options on the freeway. These freeways also serve as critical evacuation routes from east to west.
- The I-70 PACT was extremely concerned about the negative impact realigning I-70 along the I-270 route would have on the National Western Stock Show facility, the new FasTracks station planned for the NWSS and Denver Coliseum, as well as the very negative impact this alignment would have on the potential for Transit Oriented Development around the NWSS FasTracks station. The I-70 PACT believed that new TOD development around the NWSS light rail station will be a key catalyst to the overall continued revitalization of the neighborhoods, including the proposed re-investment of the National Western Complex into a year-round destination in this area, which will have positive local, regional and statewide economic impacts.

- This proposed realignment would also impact the region's access to major attractions such as Dick's Sporting Goods Park, the Rocky Mountain Arsenal National Wildlife Refuge, and the former Mile High Greyhound Park, which is planned as a major retail and professional site.
- Realigning I-70 to I-270 would significantly impact and alter economic growth planned for the area since Commerce City is a hub for logistics and advanced manufacturing. As an example, this April, Rush Trucking Centers of Colorado finalized a deal to relocate from Denver to Commerce City selecting a site with easy access to I-270. Rush projects bringing \$13.3 million in capital investment to the community.
- Additionally, I-270 is rapidly deteriorating and decreasing in its ability to handle traffic volumes, which leaves us uneasy in its future ability.
- This alternative will knit this north Denver community back together by eliminating the physical, visual and safety barriers posed by the viaduct. The cover over I-70 will improve the connectivity, walkability and drivability of the neighborhood.
- Placing I-70 below grade will further provide additional community open space that could be activated by a nonprofit to provide community services and programs based on neighborhood input and needs.
- The proposal allows Swansea Elementary School to remain in the neighborhood within walking distance for many families and continue to be an asset to the community.

Last year, we congratulated CDOT on developing a workable solution that would improve I-70 on its existing alignment. The proposal addressed concerns expressed by the surrounding communities, specifically Swansea and Elyria. This innovative solution reconstructs a portion of I-70 below ground, provides open space for community uses, and appears workable for all involved, including the Adams County communities.

We continue to support CDOT and the efforts to achieve consensus within the community. In the months ahead, we implore you to keep in mind how realigning I-70 along the 76 and 270 interstates would negatively impact the region and urge you to move forward with the proposed solution to lower the grade of I-70 in its current alignment.

Thank you,




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Commissioner Eva Henry  
Adams County




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Mayor Michael B. Hancock  
Denver




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Mayor Sean Ford  
Commerce City