

US 6/Wadsworth



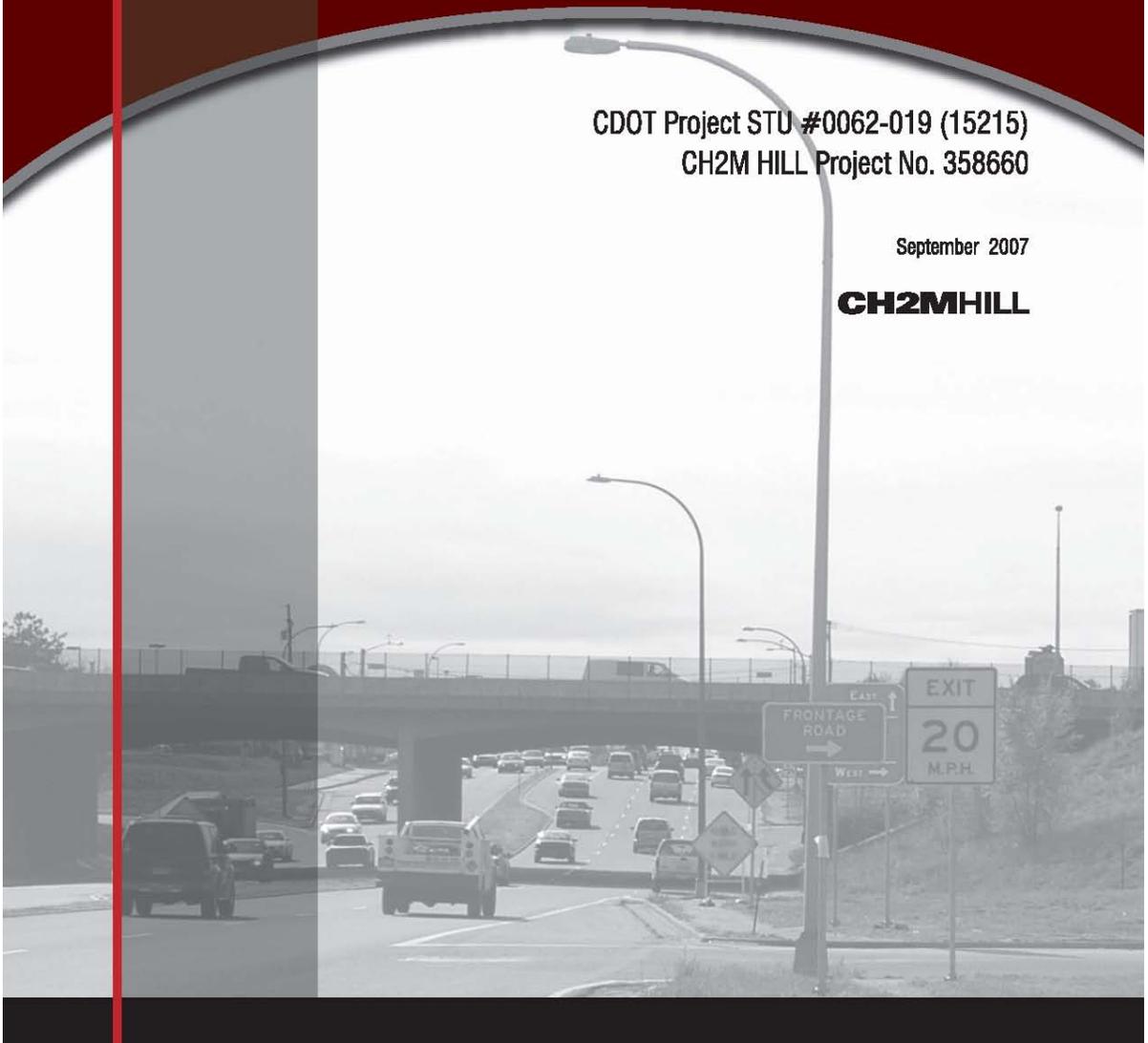
Environmental
Assessment

Scoping Summary Report

CDOT Project STU #0062-019 (15215)
CH2M HILL Project No. 358660

September 2007

CH2MHILL





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Acronyms and Abbreviations

CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
DRCOG	Denver Regional Council of Governments
EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
ITS	Intelligent Transportation Systems
LOS	level of service
MIS	Major Investment Study
NEPA	National Environmental Policy Act
RTD	Regional Transportation District
TMU	Transit Mixed-Use
VMS	Variable Message Signs



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1.0 Introduction

This Scoping Meeting Summary Report summarizes the notification methods and issues raised at the agency and public scoping meetings conducted in support of the US 6/Wadsworth Boulevard Environmental Assessment (EA). The purpose of the meetings was to elicit comments that would help establish the scope of the Environmental Assessment. The agency scoping meeting was held on August 16, 2007, and the public scoping meeting was held on August 21, 2007.

1.1 Background

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) are conducting an EA to study transportation improvements at the interchange of US 6 (also designated as 6th Avenue) and Wadsworth Boulevard (also designated as Colorado State Highway 121), including improvements along Wadsworth Boulevard from approximately 4th Avenue to 14th Avenue in Lakewood, Colorado.

Transportation improvements in the study area have been identified as a high priority for CDOT, the City of Lakewood, area residents, businesses, and commuters. Roadway improvements in the region's West Corridor have been identified in Lakewood's *Comprehensive Plan*, the Denver Regional Council of Governments' (DRCOG) *Regional Transportation Plan*, and the 1997 *West Corridor Major Investment Study* prepared by the Regional Transportation District (RTD). CDOT and the City of Lakewood also have conducted several safety assessments for the project area.

The need for improvements to the US 6 and Wadsworth Boulevard interchange as well as Wadsworth Boulevard between 4th Avenue and 14th Avenue has been identified by local, regional, and statewide transportation planners. The City of Lakewood has identified this project as a high priority for the City. The project also is included as a priority project in DRCOG's *2035 Metro Vision Regional Transportation Plan* and the long-range *Statewide Transportation Plan*.

The US 6 and Wadsworth Boulevard interchange is the gateway to Lakewood's downtown (Belmar) and city center (Lakewood Commons) areas. US 6 and Wadsworth Boulevard serve both local and regional travel needs that include daily commuter traffic in and through the City of Lakewood. RTD local, regional, and express bus services use these streets, and businesses and residents depend on these roads for access. Bicycle and pedestrian traffic occurs on Wadsworth Boulevard (although bicycle and pedestrian



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facilities are limited), and a future RTD light rail line and station will be constructed at 13th Avenue.

CDOT's goal is to complete an EA to determine if a Finding of No Significant Impact is appropriate or if an Environmental Impact Statement (EIS) is required. The EA will evaluate a reasonable range of alternatives for improvements, including the No Action alternative. The EA and supporting documentation will comply with the National Environmental Policy Act (NEPA) and with regulations issued by the Council on Environmental Quality (Title 40 of the Code of Federal Regulations [CFR], Parts 1500-1508) and FHWA (23 CFR 771) for implementing the Act.

1.2 Purpose and Need

The purpose of the US 6 and Wadsworth Boulevard project is to improve safety and efficiency at the interchange and along Wadsworth Boulevard between 4th Avenue and 14th Avenue; to accommodate the transportation needs of area residents, commuters, commercial and through-traffic, and existing businesses; and to provide multi-modal travel options and connections at the interchange and along Wadsworth Boulevard.

The primary needs of the project are to improve safety and mobility at the interchange and along Wadsworth Boulevard. Some of the transportation issues in the study area include traffic congestion, neighborhood and business access issues, discontinuous local residential traffic circulation, poor interchange operations, high accident rates, undersized drainage facilities, and inadequate bicycle and pedestrian facilities.

A draft purpose and need handout was distributed at public and agency scoping meetings. A copy of that handout is included in Appendixes F and I.

1.3 Public Involvement

A Stakeholder Involvement Plan was developed to guide the public involvement activities for the US 6 and Wadsworth Boulevard EA. The plan provides information on the committees that participate in decision making, agency coordination, public outreach tools, and public input strategies.

Scoping is the first step in the NEPA public involvement process. The NEPA regulations define scoping as *"an early and open process for determining the scope of issues to be addressed and for identifying significant issues related to a proposed action"* (40 CFR 1501.7). Scoping helps to identify alternatives to the proposed action, important environmental issues to be addressed in the EA, and environmental issues that do not require detailed analysis in the EA. Scoping involves the public, agencies, and other interested parties, and often includes



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public and agency meetings. Scoping also helps to identify public or agency concerns or issues.

Public involvement activities conducted during the scoping period included agency and public scoping meetings, meetings with City of Lakewood and RTD staff, small group meetings, community event attendance, and contact with area neighborhood and business organizations. Business interviews will be conducted at a later date to gather more detailed input from businesses operating in the corridor. The agency and public scoping meetings are described in detail in Section 3.0 of this report. Small group meetings are described in Section 4.0, and scoping comments are summarized in Section 5.0.

Public and agency involvement continues throughout the development of the EA, and input is sought at key milestones.

The milestones were presented at the agency and public scoping meetings and at small group meetings. Please refer to copies of the oral presentations in Appendixes E and H.



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2.0 Notification of Scoping

Multiple methods of communication were used to notify the public and agencies of the scoping meetings. For the agency scoping meeting, agencies with permitting review responsibilities, CDOT Environmental Programs Branch staff, and other interested parties were invited to the meeting held August 16, 2007. Section 2.1 below describes the agency scoping meeting notification and outreach process in greater detail.

For the public scoping meeting, notification outreach efforts included newsletters, a press release, advertisements in local newspapers, flyers posted in schools, churches, and other public locations, notification during small group meetings, and notifications in other media. Section 2.2 below describes the public scoping meeting notification and outreach process in greater detail.

2.1 Agency Scoping Notification and Outreach

Agencies with permitting review responsibilities and other agencies with potential interest or expertise were invited to the agency scoping meeting held on August 16, 2007. Appropriate CDOT Environmental Programs Branch and engineering staff were also invited to the scoping meeting. The agency scoping meeting was divided into three sessions in order to group topics of interest and focus discussion. Exhibit 1 below lists the agencies and other interested parties that were invited to and attended each session of the agency scoping meeting.

Agencies were notified by letter, shown in Appendix B. Both hard copies and electronic copies of the letter were sent to all agencies on July 25, 2007. Follow-up contacts were made in person, and follow-up letters and informational materials were delivered at the same time for review prior to the scoping meeting. Many of the agencies that did not attend the scoping meetings provided comments before or after the meeting.



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EXHIBIT 1 Agencies Invited to Scoping Meetings

Topics of Interest	Invited Agency	Attendance
Social and Community Resources	Colorado Department of Local Affairs	No
• Bicycles/Pedestrians	Colorado State Parks	No
• Cumulative Impacts	Denver Regional Council of Governments	Yes
• Environmental Justice	Department of Housing and Urban Development	No
• Land Use	Federal Transit Administration	No
• Public Involvement	Jefferson County Administration	No
• Right-of-Way	Jefferson Economic Council	No
• Socioeconomics	U.S. Environmental Protection Agency	Yes
• Visual/Aesthetic Considerations	Regional Transportation District	Yes
	City of Lakewood	Yes
Human and Built Environment	Colorado Department of Public Health and Environment, Air Pollution Control Division	No
• Air Quality	Colorado Department of Public Health and Environment, Hazardous Materials and Waste Management Division	No
• Archaeology	Department of Interior, Office of Environmental Policy and Compliance	No
• Hazardous Materials	Jefferson County Department of Health and Environment	Yes
• Historic Resources	Jefferson County Highways and Transportation Department	Yes
• Noise	Regional Air Quality Council	No
• Paleontology	State Historic Preservation Office	No
• Safety	U.S. Environmental Protection Agency	No
Natural Environment	Colorado Division of Wildlife	Yes
• Floodplains	Federal Emergency Management Agency	No
• Hydraulics	U.S. Environmental Protection Agency	No
• Noxious Weeds	U.S. Fish and Wildlife Service	No
• Stormwater	Urban Flood and Drainage Control District	No
• Threatened and Endangered Species	U.S. Army Corps of Engineers	Yes
• Vegetation		
• Water Quality		
• Wetlands		
• Wildlife/Fisheries		

Source: CH2M HILL, 2007.



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2.2 Public Scoping Notification and Outreach

Outreach efforts for the August 21, 2007, public scoping meeting included newsletters, a press release, advertisements in local newspapers, flyers posted in schools, churches, and other public locations, notification during small group meetings, and notifications in other media.

2.2.1 Newsletters

The first project newsletter was mailed on July 25, 2007 to the project mailing list. The newsletter consisted of a cover letter from the CDOT project manager, Seyed Kalantar, and a project fact sheet. The cover letter explained the current status of the study and invited members of the public to the meeting, while the fact sheet explained what the study will accomplish and provided project team contact information. The mailing list consisted of 500 property owners adjacent to Wadsworth Boulevard and the US 6 and Wadsworth Boulevard interchange, as well as several other members of the public who asked to be added to the mailing list at small group meetings. See Appendix A for a copy of the newsletter.

RTD's West Corridor August newsletter also included notification of the public meeting.

2.2.2 Press Releases

A press release (see Appendix A) was distributed by CDOT to the CDOT Region 6 media distribution list, which includes over 90 media outlets in the Denver metropolitan area.

2.2.3 Newspaper Advertisements

Advertisements ran in the *Lakewood Sentinel* weekly newspaper on August 9 and August 16, 2007, and in the Sunday edition of the *Denver Post* on August 19, 2007. See Appendix A for a copy of the advertisement.

2.2.4 Flyers

A public notice flyer was developed and distributed to the locations listed in Exhibit 2 to advertise the public scoping meeting. See Appendix A for a copy of the flyer.



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EXHIBIT 2 Locations for Flyers Advertising Public Scoping Meeting

Category	Location
Businesses	Businesses on Wadsworth between 4th Avenue and 14th Avenue
Schools	Alameda High School Bethlehem Lutheran School Creighton Middle School Lakewood United Methodist Parents Day Out Program Molholm Elementary School New America Day School St. Bernadette School & Church Stein Elementary School
Churches	First Presbyterian Church of Lakewood Lakewood United Methodist Church St. Bernadette Catholic Church
Lakewood Community Locations	Belmar Library Clements Community Center Denver Indian Center Heritage Center Farmers Market and Visitors Center Market at Belmar Super Wal-Mart Wal-Mart Whole Foods Customer Service
Information Kiosks	Molholm School Newland Park

Source: CH2M HILL, 2007

2.2.5 Small Group Meetings

The project team met with three neighborhood groups prior to the public scoping meeting: the Eiber Neighborhood Association, Two Creeks Neighborhood Organization, and the West Colfax Community Association. The public meeting date and location were advertised at each of these meetings. Additional details on the small group meetings are presented in Section 4.0.

2.2.6 Other Notification Media

Three other notification media were used to advertise the public scoping meeting. Notice of the meeting ran on the City of Lakewood Public Access Television Channel 8. The City of Lakewood Web site advertised the meeting on its home page and transportation planning page, and the meeting was also advertised on the project Web site at www.US6Wadsworth.com.

3.0 Scoping Meetings

This section summarizes the venues for the agency and public scoping meetings, and presents the meeting format and materials used for exhibits and handouts to agencies and the public.

3.1 Locations and Attendance

3.1.1 Agency Scoping Meeting

The agency scoping meeting was held in three sessions at the CDOT Headquarters, Shumate Building, Denver, Colorado, on Thursday, August 16, 2007. Randy Furst, P.E., CDOT, opened each session with a welcome, and provided an overview of the project team and meeting agenda. Tim Eversoll, P.E., Project Manager, CH2M HILL, presented a “fly-through” tour of the project area and provided an overview of transportation needs and issues. Mandy Whorton, Environmental Planner, CH2M HILL, presented information about agency review, schedule, project purpose, transportation needs, and environmental resources. At the end of each presentation, agency representatives asked questions and provided verbal comments.

As noted in Exhibit 1, representatives from the following agencies attended one of the three sessions of the agency scoping meeting:

- City of Lakewood
- Colorado Department of Transportation, Environmental Programs Branch
- Colorado Department of Transportation, Intelligent Transportation System Branch
- Colorado Department of Transportation, Region 6
- Colorado Division of Wildlife
- Denver Regional Council of Governments
- Jefferson County
- Regional Transportation District
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency

Appendix C includes a copy of the meeting roster listing attendees for each agency scoping meeting session. The comments provided by agency representatives are summarized in Section 5.2 of this report.



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3.1.2 Public Scoping Meeting

The public scoping meeting was held at the Clements Community Center in Lakewood, Colorado, on Tuesday, August 21, 2007, from 4:00 to 8:00 p.m. The meeting was attended by members of the public, City of Lakewood, CDOT representatives, local business owners, and members of the Lakewood City Council. Approximately 70 people, not including CDOT, consultant, or Lakewood staff, attended the meeting. The majority of people arrived before 6:00 p.m. Appendix D includes a copy of the meeting roster, listing the attendees at the public scoping meeting. Public comments are summarized in Section 5.3 of this report.

3.2 Meeting Format and Content

3.2.1 Agency Scoping Meetings

The agency scoping meeting was held in three sessions on August 21, 2007, from 8:30 to 10:00 a.m., 10:30 a.m. to 12:00 p.m., and from 1:00 to 2:30 p.m. Each session was conducted in a presentation format, and the same 45-minute presentation was repeated at all three sessions, giving each agency the same opportunity to hear the presentation contents. Appendix E includes a copy of the agency scoping meeting presentation. Display boards and scoping packets were available at each session to provide an overview of the project, existing conditions of the project area, and environmental resources to be studied. Comments were obtained during a question-and-answer period following each presentation. Each session lasted approximately 90 minutes.

3.2.2 Public Scoping Meeting

The public scoping meeting was conducted in a mixed open house and presentation format. Display boards positioned at tables/stations served as a self-guided tour to introduce the public to the project mission, NEPA process, and resource issues. CDOT and consultant staff were available at each information table and talked with participants as they continued through each display station. An informational presentation was given from 5:00 to 5:30 p.m. and repeated again from 7:00 to 7:30 p.m. Appendix H includes a copy of the public scoping meeting presentation.

Information packets were handed out to meeting attendees at the sign-in table. Comments were taken by staff during the open house portions of the meeting and at the comments table, and a comments box was provided to collect written comments. Meeting minutes are provided in Appendix K. A Spanish translator was available, but no Spanish-only speakers were present at the meeting. A limited supervised childrens' area was available, and one family took advantage of this service.



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3.3 Display Boards and Handouts

Display boards were used at the scoping meetings to visually illustrate project concepts and resources in the study area. Handouts provided more detailed information on the study to meeting attendees.

3.3.1 Agency Scoping Meeting

Display boards used at the agency scoping meeting provided illustrations of resources in the study area and transportation issues on US 6, at the US 6 and Wadsworth Boulevard interchange, and on Wadsworth Boulevard. Display boards illustrated the following topics (see Appendix E for illustrations):

- Transportation issues
- Existing noise contours (June 2007)
- Potential area of effects
- Hazardous materials sites
- 100-year floodplains
- Land use

Handouts (see Appendix F) included copies of the draft purpose and need information sheet, agency comment forms, and project fact sheets. The *Existing Conditions Summary*, which was distributed the week prior to the agency scoping meeting, provided more detailed information on the project background, draft purpose and need, environmental resources present in the study area, and proposed methodologies for assessing environmental impacts for the environmental resources in the study area.

3.3.2 Public Scoping Meeting

Display boards used at the public scoping meeting provided information on the study process and purpose, transportation issues, traffic and noise analysis, and environmental resources. Display boards illustrated the following topics (see Appendix H for illustrations):

- Project purpose
- Key decision milestones
- Transportation issues
- Vicinity map
- Level of service (LOS) explanation board
- Existing traffic conditions
- Neighborhood traffic speeds and counts
- CDOT noise analysis procedures
- Sound pressure levels
- Environmental resources
- Community resources



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An information packet was distributed to all meeting attendees to provide more detailed information on the study (see Appendix I). The information packet was designed to supplement the information stations and provide information on the following topics:

- Project fact sheet
- EA process
- EA schedule
- Draft purpose and need
- Noise
- Environmental resources
- Frequently asked questions
- Comment form



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4.0 Small Group Meetings

In addition to the large agency and public scoping meetings, a number of smaller meetings and conversations were held during the scoping period to help identify and clarify the scope of the US 6/Wadsworth Boulevard EA. The following exhibits summarize the meetings and community events, and contacts with neighborhood and business organizations that occurred during the scoping period. Exhibit 3 below summarizes the meetings held during the scoping period (June to August), while Exhibit 4 summarizes contacts with individuals during the scoping period.

EXHIBIT 3
Meetings and Community Events through August 31, 2007

Date and Time	Meeting	Location	Purpose
June 5, 2007	Design Standards Review Meeting with City of Lakewood	CDOT Region 6, Golden Residency	Review design standards with City of Lakewood, CDOT, and CH2M HILL.
June 6, 2007	NEPA Training for City of Lakewood	City of Lakewood	Provide training on NEPA process for City of Lakewood public works, planning, and maintenance staffs.
June 14, 2007	Meeting with City of Lakewood Planning Staff	City of Lakewood, Community Planning and Development Department	Gather information on existing plans and policies relating to corridor; plans for LRT station; information about LRT station planning public process; and corridor contacts.
June 15, 2007	Agency Chartering Meeting	CH2M HILL, 9191 S. Jamaica St., Englewood	Set expectations for the partnering process among CDOT, RTD, FHWA, and City of Lakewood.
June 18, 2007	Meeting with JeffCo Open School Principal Wendy Wheaton	Jefferson County Open School	Introduce project and characterize existing conditions related to area schools.
July 19, 2007 7:00 p.m.	Eiber Neighborhood Association	Lakewood United Methodist Church, 1390 Brentwood St., Lakewood	Introduce project, gather early input, set project expectations, and characterize existing conditions (30-minute presentation and Q&A).
July 21, 2007 8:30 a.m.	Two Creeks Neighborhood Organization	Mountair Christian Church, 1390 Benton St., Lakewood	Introduce project, gather early input, set project expectations, and characterize existing conditions (15-minute presentation and Q&A).
Wednesday August 15, 2007 7:30 a.m.	West Colfax Community Association	Rocky Mountain College of Art and Design, Rotunda, 1600 Pierce St., Lakewood	Introduce project, gather early input, set project expectations, and characterize existing conditions (15-minute presentation and Q&A; approximately 40 attendees).



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EXHIBIT 3 Meetings and Community Events through August 31, 2007

Date and Time	Meeting	Location	Purpose
Thursday August 16, 2007 8:00 a.m. – 5:00 p.m.	Agency Scoping Meeting	CDOT Shumate Building, Mt. Evans A & B Conference Rooms	Discuss NEPA process; project issues/ concerns; project schedule and process; purpose and need; and possible project impacts and mitigation.
Tuesday August 21, 2007 3:00 – 9:00 p.m.	Public Scoping Meeting	Clements Center, 1580 Yarrow St., Lakewood	Introduce project; describe NEPA process; present project schedule and process; present purpose and need; and gather input.
Saturday August 25, 2007 11:00 a.m. – 4:00 p.m.	Lakewood on Parade Festival – Booth Staffing	Belmar Park	Advertise project to the public, hand out project information, and answer questions.
Tuesday August 28, 2007 7:00 p.m.	O’Kane Park Neighborhood Association	Washington Heights Arts Center, 6375 W. 1st Ave., Lakewood	Introduce project, gather early input, set project expectations, and characterize existing conditions (45-minute presentation and Q&A; approximately 60 attendees).

Source: CH2M HILL, 2007.

EXHIBIT 4 Contacts with Neighborhood and Business Organizations

Organization	Contact	Result
Eiber Neighborhood Association	Paul Ditson, Chair	Invitation to present at board meetings; request to send him project updates.
Two Creeks Neighborhood Organization	Maddie Nichols, Co-Chair	Invitation to present at board meetings; request to send her project updates.
Green Acres Homeowners Association	Mike Turner, Chair	Work through Two Creeks Neighborhood Organization to reach this group.
O’Kane Park Neighborhood Organization	Gail Mark, Chair	Invitation to present at general membership meetings; request to send her project updates.
West Alameda Heights Homeowners Association	David Wolf, Chair	Declined our attendance at board meeting; request to send him project updates.
Mid Lakewood Civic Association	Robert Baker, Chair David Saindon, Board Member	Initially declined our attendance at group meetings; later invitation to present at special meeting; request to send him project updates.
Morse Park Neighborhood Organization	Madie Martinek, Chair	Invitation to present at board and general membership meetings; request to send her project updates.
Holbrooke Park Neighborhood Organization	Ramey Johnson, Chair	Unable to reach this contact by end of scoping period.
Edgewood Neighborhood Organization	Pam Benigno, Chair	Unable to reach this contact by end of scoping period.
Country Club Condos	Thomas Scholle, Chair	Unable to reach this contact by end of scoping period.
Rural Acres Organization	Kathy Knobel, Chair	Request to send her project updates.



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EXHIBIT 4 Contacts with Neighborhood and Business Organizations

Organization	Contact	Result
Southern Gables Homeowners Association	Kathleen Stapleton, Chair	Invitation to present at general membership meetings; request to send her project updates.
West Colfax Community Association	Doug Stiverson, President	Invitation to present at general membership meetings; request to send him project updates.
Alameda Gateway Community Association	George Valuck, Executive Director	Invitation to present at general membership meetings; request to send him project updates.

Source: CH2M HILL, 2007.

Section 5.3.3 of this report presents a summary of comments received at these meetings. Appendix J contains copies of the presentations given at each meeting, and Appendix K contains meeting minutes for each meeting.



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5.0 Scoping Comments

5.1 Summary

Agencies and members of the public provided numerous comments during the scoping period at the agency and public scoping meetings, small group meetings, and via the project Web site and comment forms. The sections below summarize the comments received at the scoping and small group meetings. Individual comments from the agency and public scoping meetings, and small group meetings are detailed in the meeting minutes in Appendix K, and individual written comments are compiled in Appendix L.

5.2 Agency Scoping Comments

Most of the scoping comments received from agencies resulted from verbal discussions at the agency scoping meeting. These comments are summarized in Section 5.2.1 below, and listed in greater detail in the agency scoping meeting minutes in Appendix K. Written comments, including emails, received before and after the scoping meeting are summarized below in Section 5.2.2 and included in their entirety in Appendix L. A summary of agency contacts is provided in Appendix B.

5.2.1 Summary of Comments at Scoping Meeting

The three sessions of the agency scoping meeting were divided by topic area: Social and Community Resources, Human and Built Environment, and Natural Environment. Comments received at each of the sessions generally fell into these topic areas. A summary of the comments is provided here, and detailed comments are included in the meeting notes in Appendix K.

Social and Community Resources

- The ball fields at 10th Avenue and Wadsworth Boulevard are an important community park resource.
- Need more information to characterize the minority and low-income populations that may be present in the corridor. CDOT and the City of Lakewood offered assistance in interpreting data.
- Consider energy issues in the EA, particularly energy efficiency in construction.



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- The City of Lakewood needs to consider impacts of non-compliant zoning on right-of-way acquisition. If non-compliance is not allowed, right-of-way could be a substantial project cost and impact, and could elevate the EA to an EIS-level analysis.

Human and Built Environment

- Potential impacts to paleontology should be considered.
- Need to conduct more in-depth research on specific parcels to determine whether additional hazardous materials sites are present in the project area.
- A Valentine diner is present on the Three Margaritas property and should be evaluated for historical significance.

Natural Environment

- Wetlands in the project area will likely be classified as jurisdictional.
- Current Nationwide permit regulations may not provide coverage for project impacts, and an individual 404 permit may be required.
- Need to coordinate with the Urban Drainage and Flood Control District regarding flood improvements upstream of the project area.
- Wetlands could be affected by drainage improvements.

5.2.2 Written Comments

Five written comment forms, twelve emails, and one letter were received from agencies during or after the agency scoping meeting. Copies of this correspondence are included in Appendix L.

The U. S. Fish and Wildlife Service provided guidance regarding timing for construction and bridge work, and tree and shrub removal.

The Environmental Protection Agency provided guidelines for addressing potential impacts to McIntyre Gulch.

The Colorado Historical Society recommended that CDOT begin the Section 106 process as early in the planning process as possible; identify consulting parties during the scoping stage to gather early comments; and initiate consultation with the Colorado Historical Society regarding an appropriate Area of Potential Effects for the project.

DRCOG noted that its plans include a fixed guideway transit system in the Wadsworth Corridor post-FasTracks, and that this should be considered during alternatives screening.



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Jefferson County Department of Health and Environment provided comments reinforcing the scope of the study, specifically noting that water quality and air quality were important. The purpose and need was also determined to be adequate.

The City of Lakewood planning department noted that the planned (undeveloped) future Two Creeks Park should be considered a 4(f) property. The park fronts Wadsworth at Dry Gulch near 12th Avenue.

CDOT staff provided the rest of the written comments. CDOT comments addressed cumulative impact assessment, water quality, wildlife, traffic, and utilities.

5.3 Public Scoping Comments

Scoping comments received from the public consisted of meeting notes from small group meetings; conversations with project staff during the open house portion of the public scoping meeting; written comments submitted during the meeting or mailed afterward; telephone conversations with project staff; emails; or comments submitted on the project Web site. Comments received verbally by project staff during the public scoping meeting are summarized in Section 5.3.1 below and listed in greater detail in the public scoping meeting minutes in Appendix K. Written, Web site, and other comments are summarized in Section 5.3.2 below and included in their entirety in Appendix L. Comments received through small group meetings are summarized in Section 5.3.3, and meeting minutes are included in Appendix K.

5.3.1 Summary of Comments at Scoping Meeting

The topics receiving the most comments at the public scoping meeting were noise, safety, and access and traffic issues. Other topics of interest included right-of-way acquisition, drainage and utilities, and maintenance.

Noise

- Noise mitigation should be provided along 6th Avenue west of Wadsworth Boulevard.
- Special features such as sound absorptive barriers and quieter paving should be considered to assist with noise mitigation.
- The existing noise walls have increased noise levels deeper in the neighborhoods near 6th Avenue.

Safety

- The 65-mph speed limit on 6th Avenue is too high and presents a major safety concern. The principal worry is the speed differential between 6th Avenue and the entrance and exit ramps, where members of the public have witnessed numerous accidents.



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- The Carr Street slip ramp to eastbound 6th Avenue is a dangerous entrance ramp.
- Drivers do not honor the yield signs at the US 6 and Wadsworth Boulevard interchange.
- Pedestrians and bicyclists need dedicated facilities for the length of the study area.

Access and Traffic Issues

- Drivers are forced to drive circuitous routes to travel in their desired direction on Wadsworth Boulevard because of the difficulties turning left onto Wadsworth Boulevard, and the frontage road configurations on Wadsworth Boulevard (especially the northeast frontage road, which is one way and merges with the northbound exit ramp from US 6). Vehicles also cut through the parking lots of local businesses to avoid waiting behind vehicles that are trying to turn left onto Wadsworth Boulevard, or to make U-turns on Wadsworth Boulevard.
- Keep access closed between Wadsworth Boulevard and 8th Avenue (on both sides of Wadsworth Boulevard).
- Cut-through traffic in neighborhoods is a concern.

Right-of-Way and Property Acquisition

- Individual property owners asked how the redesigned interchange might affect their property. Project staff stated that they currently do not know what the design solutions might ultimately look like, and could not answer that question at this stage in the process.

Drainage and Utilities

- Flooding at Lakewood Gulch is a problem.
- There are existing ditch systems in the neighborhood that are not shown on the 100-year floodplain and drainages map. The School Lateral Ditch along 12th Avenue should be added to the list of drainages and ditches.
- The project team should coordinate with RTD to determine what utility changes will result from the West Corridor Project.

Maintenance

- The existing noise walls east of Wadsworth Boulevard should be properly maintained; there are cracks and holes in the walls.
- There is currently insufficient snow storage on Wadsworth Boulevard. Future designs for snow storage should not block pedestrian and bike paths.
- If medians are landscaped, provide xeriscape.



Scoping Summary Report

Miscellaneous

- The City of Lakewood has purchased land on 12th Avenue, east of Wadsworth Boulevard, for the future Two Creeks Park.
- When will the project be built, and how will it overlap with the construction of RTD's West Corridor? Project staff responded that this study is on a streamlined process and, if a construction project is identified, it could occur quickly. Construction timing and phasing will be coordinated with RTD's West Corridor construction to reduce negative impacts to drivers.

5.3.2 Written, Web site, and Other Comments

Approximately 36 comments were received during the scoping period. The written comment forms and Web site were the most common methods for transmitting comments. Additional comments were also received at small group meetings, and these comments are summarized in meeting notes included in Appendix K.

A comment database was established to record all individual public comments (that is, written comment forms, Web site entries, emails, letters, and telephone comments) received on the project. Appendix L contains a database report detailing all public comments received during the scoping period. The comment database will continue to be updated to record public comment throughout the EA process.

The primary topics of interest were noise, pedestrian and bicycle access, and access and traffic issues. Other topics of interest included coordination with RTD's West Corridor and other FasTracks programs, construction staging, appropriate planning (design year and study area definition), and the public involvement process.

Noise

- A study was conducted 2 years ago by Hankard Environmental for the 6th Avenue Summit group.
- Build noise walls between Wadsworth Boulevard and Kipling Street.
- Build noise walls that absorb rather than reflect noise.
- Consider graffiti prevention in noise wall design.
- Provide more T-barriers on ramps to alleviate tire noise. [T-barriers are noise walls with horizontal ledges at the top, forming a "T" shape, which may provide greater noise reduction than standard noise walls.]
- Noise from helicopters hovering over accidents on 6th Avenue during morning and evening rush hour increases the noise level at homes along 6th Avenue. This area is also in the flight path for hospital and military helicopters, which add to the noise levels.



Scoping Summary Report

Bicycle and Pedestrian Access

- Provide bicycle and pedestrian access along Wadsworth Boulevard; create strong connections north-south across US 6 and east-west across Wadsworth Boulevard, particularly at existing bike routes.
- Provide ADA access on pedestrian facilities.
- Consider the possibility of a future bike path along Lakewood Gulch when designing the crossing of the gulch at Wadsworth.

Access and Traffic Issues

- Concern about increased neighborhood traffic resulting from light rail and increased traffic volumes on Wadsworth Boulevard.
- Provide easier access from Wadsworth Boulevard to the frontage road on the south side of 6th Avenue (drivers currently access the frontage road from 5th Avenue rather than from Wadsworth Boulevard).
- Provide a longer signal at 10th Avenue. This is a primary entrance point from neighborhoods to Wadsworth Boulevard, and a primary U-turn location for drivers entering Wadsworth Boulevard from the east between 6th and 10th Avenues who want to go south on Wadsworth Boulevard.
- Restrict access on Wadsworth Boulevard to improve traffic flow.
- The current cloverleaf interchange is fine the way it is, and cloverleaf interchanges work better than diamond interchanges.
- A diamond interchange would be best so that the length of entrance and exit ramps can be increased.
- Synchronize the traffic signals on Wadsworth Boulevard; drivers currently cannot drive north or south without stopping at traffic signals multiple times.

Coordination with FasTracks

- Consider land use changes and traffic impacts that will result from light rail and Transit Mixed Use (TMU) zoning around the station at 13th Avenue and Wadsworth Boulevard.
- Coordinate construction of this project with construction of the West Corridor so that traffic impacts in neighborhoods are manageable.

Planning Techniques

- Extend planning horizon to 50 years rather than 2030.
- Plan for future light rail on Wadsworth Boulevard as part of DRCOG plan.



Scoping Summary Report

- Extend the study area south to Lakewood City Commons because the primary traffic patterns will be between the City Commons and the light rail line.

Public Involvement Process

- It is necessary to involve residents and businesses in developing solutions for the interchange and Wadsworth Boulevard.
- Directly notify all property owners in the study area of the project and the fact that their property may be affected.

Right-of-Way and Property Acquisition

- Individual property owners have asked how the redesigned US 6 and Wadsworth Boulevard interchange and Wadsworth Boulevard might affect their property. Project staff stated that they do not know at this point what the design solutions might look like, and could not answer that question at this stage in the process.

Miscellaneous

- The West Corridor Major Investment Study (MIS) found that the entire length of Wadsworth Boulevard through the Denver metropolitan area employs more people than downtown Denver. Keep economic vitality in mind and design a road by which employees and customers can readily reach their destinations.
- Use xeriscape in median and roadway landscaping.
- Use “freeway entrance” signs, similar to those used in California, to better signal the highway entrance to drivers.

5.3.3 Small Group Meeting Comments

Comments received during small group meetings are summarized here. In general, meeting participants were supportive of project improvements and the public outreach process employed by the team. A detailed description of comments from each meeting are provided in the meeting minutes in Appendix K. No comment forms were submitted at or after the small group meetings.

The topics raised at the small group meetings included:

- Need for more signage along 6th Avenue near the US 6 and Wadsworth Boulevard interchange.
- How context-sensitive solutions and aesthetics will be incorporated into design.
- Need to consider special needs of the corridor’s numerous elderly and high school drivers.



Scoping Summary Report

- Need thorough analysis of current and future neighborhood traffic.
- How much right-of-way will be required for the project improvements?
- Need to coordinate traffic signal timing on Wadsworth Boulevard.
- Construction detours could affect Alameda Avenue and Colfax Avenue.
- Other areas will also require improvement, including US 6 from Wadsworth Boulevard to I-25 and US 6 interchanges with Kipling Street and Simms Street/Union Boulevard.
- How much will this cost, and who is paying for it?
- Need to consider construction staging coordination with other planned projects.
- Traffic from RTD LRT station and new zoning needs to be accounted for in the EA.



Scoping Summary Report

APPENDIX A

Notices and Advertisements

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 6
2000 South Holly Street
Denver, Colorado 80222
720-497-6950



July 24, 2007

**Subject: Invitation to Participate in US 6 and Wadsworth Public Scoping Meeting
August 21, 2007**

Dear Neighbor,

The Colorado Department of Transportation (CDOT) is pleased to announce that we are beginning a study to examine potential transportation improvements to the US 6 (6th Avenue) and Wadsworth Boulevard (SH 121) interchange and to Wadsworth Boulevard between approximately 3rd Avenue and 13th Avenue. The study will be an Environmental Assessment (EA) and will take about 18 to 24 months to complete. As part of the EA, we will identify potential engineering designs and alternatives that could meet the transportation needs in the corridor. CDOT has not identified construction funding or a construction schedule at this time.

We will hold our **first public scoping meeting on Tuesday, August 21, 2007** from 4 p.m. to 8 p.m. at the Clements Center, 1580 Yarrow Street, Lakewood, Colorado. The meeting will be an open house, with informational presentations at 5 p.m. and 7 p.m. As a member of the public, you are invited to this meeting so you can learn about the study and provide input on the issues to be included in the study. We will have a limited supervised children's area for your convenience.

We are currently collecting baseline data for a variety of resources in the study area, including traffic, infrastructure, noise, natural and cultural resources, and community resources. The data will help us identify the needs, constraints, and possible solutions in the study area. Some of the issues we must address include traffic congestion, neighborhood and business access, poor interchange operations, high accident rates, undersized drainage facilities, and inadequate bicycle and pedestrian facilities.

We would also like to take the opportunity at the public meeting to hear your vision for the interchange and Wadsworth Boulevard, learn which issues are important to you as we study improvements, and answer any questions you may have about the upcoming study. We are looking forward to working with the community on this exciting study.

Enclosed is a project fact sheet providing preliminary information on the study and showing the general study area. If you have any questions or comments that you would like to discuss before our meeting, please contact our Public Involvement Coordinator, Colleen Kirby Roberts, at 303-573-5385 x205, or any of the other team members listed on the enclosed fact sheet. Please also visit our website at www.US6wadsworth.com.

Sincerely,

Seyed Kalantar, P.E.
CDOT Region 6 Project Manager

**Traducción al español estará disponible durante la reunión.
Para información en español sobre la próxima reunión pública, de la evaluación ambiental
de US 6 y Wadsworth, por favor contactar a Claudio Vera al 720-286-0226.**



Project Facts

Improve mobility, access, and safety at the US 6 and Wadsworth Boulevard Interchange – the “gateway” to Lakewood

The Colorado Department of Transportation is beginning data collection for the US 6 and Wadsworth Boulevard Environmental Assessment. The Environmental Assessment will study possible improvements to the US 6 (6th Avenue) and Wadsworth Boulevard Interchange and to Wadsworth Boulevard from approximately 3rd Avenue to 13th Avenue, as shown. A “No Action” Alternative - which would not provide any transportation improvements - will also be considered.

The Environmental Assessment is being prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969. The NEPA process requires agencies proposing federally-funded transportation projects to integrate environmental values into the planning process, evaluate potential adverse and beneficial impacts of the proposed project, and consider mitigation measures that can avoid or minimize adverse environmental impacts. The NEPA process also considers the social and transportation needs of the public.

Transportation projects typically involve a high level of public involvement and outreach. CDOT will actively seek input from agencies, businesses, residents, and stakeholders along the Wadsworth Boulevard corridor study area as the study progresses. Detailed information will be provided to the public in the coming months. CH2M HILL is the consultant firm contracted by CDOT to conduct the Environmental Assessment and associated technical studies.

Study Area



Quick Facts:

Start Date: April 2007
Completion of EA:
 Estimated 18 - 24 months
Project Website:
www.US6Wadsworth.com

Contacts:

Colleen Kirby Roberts - Primary Contact
 CH2M HILL Public Involvement Coordinator
 303.573.5385, Ext. 205

Seyed Kalantar, PE, CDOT Project Manager
 720.497.6955

Kirk Webb, CDOT Environmental Manager
 303.757.9826

Tim Eversoll, PE, CH2M HILL Project Manager
 720.286.5137

Mandy Whorton, CH2M HILL Environmental Manager
 720.286.5239





www.dot.state.co.us

August 6, 2007
Contact: CDOT- Mindy Crane – (303) 757-9469
Cell- (303) 880-2136

PUBLIC SCOPING MEETING FOR US 6/WADSWORTH ENVIRONMENTAL ASSESSMENT

DENVER-- The Colorado Department of Transportation (CDOT) is pleased to announce the start of an Environmental Assessment (EA) study to examine potential transportation improvements to the US 6 (6th Avenue) and Wadsworth Boulevard (SH 121) interchange and to Wadsworth Boulevard between approximately 3rd Avenue and 13th Avenue.

As part of the EA, CDOT will identify potential engineering designs and alternatives that could meet the transportation needs in the corridor. CDOT has not identified construction funding or a construction schedule at this time.

CDOT will hold the first public scoping meeting later this month to introduce the study and gather public input on the issues to be included in the study. Some of the issues that will be addressed include traffic congestion, neighborhood and business access, interchange operations, traffic safety, drainage facilities, and bicycle and pedestrian facilities. The first public scoping meeting will be held as follows:

WHEN: August 21, 2007 from 4:00 p.m. to 8:00 p.m.

Open House with Informational Presentations at 5:00 p.m. and 7:00 p.m.

WHERE: Clements Center, 1580 Yarrow St., Lakewood, Colorado

**A limited supervised children's area will be available.*

Members of the public are invited to attend this meeting to learn about the study, provide input, help define the vision for the interchange and Wadsworth Boulevard, and get answers to any questions about the upcoming study.

For more information, please visit our website at www.US6wadsworth.com or call 303-573-5385 extension 205.

###

PUBLIC SCOPING MEETING

WHEN:

August 21, 2007 from 4:00 p.m. to 8:00 p.m.
Open House with Informational
Presentations at 5:00 p.m. and 7:00 p.m.

WHERE:

Clements Center, 1580 Yarrow St.
Lakewood, Colorado

WHY:

The Colorado Department of Transportation is beginning a study to examine potential transportation improvements to the US 6/Wadsworth interchange and to Wadsworth from 3rd to 13th Avenues. Members of the public are invited to the scoping meeting to learn about the study and provide input on the issues to be included in the study.

Limited supervised children's area available.
Traducción al español estará disponible durante la reunión.

US 6/Wadsworth



For more information:
visit www.US6Wadsworth.com





The Colorado Department of Transportation is beginning a study to examine potential transportation improvements to the US 6 and Wadsworth Boulevard interchange and to Wadsworth Boulevard between approximately 3rd Avenue and 13th Avenue. The study will be an Environmental Assessment and will take about 18 to 24 months to complete.

Members of the public are invited to the public scoping meeting to learn about the study and provide input on the issues to be included in the study. CDOT would like to hear your vision for the interchange and Wadsworth Boulevard, learn which issues are important to you, and answer any questions you may have about the upcoming study.

Public Scoping Meeting

August 21, 2007

**Clements Center
1580 Yarrow Street, Lakewood**

Open house 4pm to 8pm

Informational presentations at 5pm & 7pm

Limited supervised children's area available

For more information, visit www.US6Wadsworth.com, or call Colleen Kirby Roberts at 303-573-5385 x205.

Traducción al español estará disponible durante la reunión. Para información en español sobre la próxima reunión pública, de la evaluación ambiental de US 6 y Wadsworth, por favor contactar a Claudio Vera al 720-286-0226, claudio.vera@ch2m.com.



Scoping Summary Report

APPENDIX B

Agency Mailing List and Sample Letter

<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Agency</i>	<i>First Contact</i>	<i>Second Contact</i>	<i>Third Contact</i>	<i>Scoping Meeting Acceptance</i>	<i>Attended ?</i>	<i>Submitted Comment ?</i>	<i>Notes</i>
Tammy	Allen	Water Quality	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		Email Acceptance 7/26/07	yes	yes	
Bob	Autobee	History	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (left on office chair), 8/9/07		Email Acceptance 7/26/07	yes	yes	
Scott	Babcock	Planning	Colorado State Parks	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		Verbal tentative, 8/9/07	no	yes	
Beth	Baily	Environmental Data Analysis	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Delivered scoping packet to office (left on chair), 8/9/07		Email Acceptance 7/26/07	yes	yes	
Sharleen	Bakeman	Environmental Planning and Policy Section Manager	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		DECLINED (conflicts with manager's meeting), 8/13/07	no	no	
Mehdi	Baziar		Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Delivered scoping packet to office (interoffice mail), 8/9/07	Emailed, 8/13/07	Email acceptance, 8/13/07	yes	yes	

<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Agency</i>	<i>First Contact</i>	<i>Second Contact</i>	<i>Third Contact</i>	<i>Scoping Meeting Acceptance</i>	<i>Attended ?</i>	<i>Submitted Comment ?</i>	<i>Notes</i>
Brad	Beckham	Environmental Programs Branch Manager	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		DECLINED; Conflicts with CDOT managers meeting	no	no	
Dave	Beckhouse	Community Planner	Federal Transit Administration	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (left with front desk), 8/9/07	Emailed, 8/13/07	DECLINED, 8/13/07	no	yes	
Tom	Boyce	Natural Resource Section Manager	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		DECLINED; Conflicts with CDOT managers meeting	no	no	
Clay	Brown	Regional Manager, Central Region	Colorado Division of Local Government	Email and US mail invitation letter 7/25/07 and 7/26/07	FedEx scoping packet, 8/13/07		No response	no	yes	No comments at this time. Keep on list.
Jon	Chesser	Wildlife Biologist	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		Verbal tentative, 8/9/07	no	yes	
Dennis	Cole	Project Manager, West Corridor	Regional Transportation District	Email and US mail invitation letter 7/25/07 and 7/26/07	Delivered scoping packet to office (front desk), 8/9/07	Emailed, 8/13/07	Email response, 8/13/07; Dave Hollis will attend on behalf of RTD	yes	no	Dave Hollis attended on behalf of RTD

<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Agency</i>	<i>First Contact</i>	<i>Second Contact</i>	<i>Third Contact</i>	<i>Scoping Meeting Acceptance</i>	<i>Attended ?</i>	<i>Submitted Comment ?</i>	<i>Notes</i>
Cathy	Curtis	Landscape Architecture	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		Verbal acceptance, 8/9/07	no	no	
Alison	Deans-Michael	U.S. Fish and Wildlife Service Liaison	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Left scoping packet with Susan Linner, USFWS, 8/9/07	Emailed, 8/13/07	DECLINED, 8/13/07	no	yes	
Bill	DeGroot	Chief of the Floodplain Management Program	Urban Drainage and Flood Control District	Email and US mail invitation letter 7/25/07 and 7/26/07	FedEx scoping packet, 8/13/07	email and phone, 8/23	DECLINED; conflicts with monthly board meeting; set up separate meeting	no	yes	
Jim	Dileo	Air Planning and Policy Department	Colorado Department of Public Health and Environment	Email and US mail invitation letter 7/25/07 and 7/26/07	Called and left scoping package with Willie (in mail room)		No response	no	no	
Andy	Flurkey	Hazardous Waste Program Manager	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Delivered scoping packet to office (left on chair), 8/9/07		Email Acceptance 7/26/07	yes	yes	
Sarah	Fowler	Wetlands Permit Review	Environmental Protection Agency Region 8	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (with Deb Lebow), 8/9/07		Verbal tentative, 8/9/07	no	yes	

<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Agency</i>	<i>First Contact</i>	<i>Second Contact</i>	<i>Third Contact</i>	<i>Scoping Meeting Acceptance</i>	<i>Attended ?</i>	<i>Submitted Comment ?</i>	<i>Notes</i>
Hamid	Ghavam		Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Left scoping packet with front desk for interoffice mail delivery		Email Tentative 8/8/07	no	no	
Preston	Gibson	President and CEO	Jefferson Economic Council	Email and US mail invitation letter 7/25/07 and 7/26/07	FedEx scoping packet, 8/13/07		No response	no	no	
Zac	Graves	Air Quality and Noise Analysis	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (left on office chair), 8/9/07		Email acceptance 7/26/07	yes	yes	
O.D.	Hand	Archaeology	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (left on office chair), 8/9/07	Emailed, 8/13/07	DECLINE, email 8/13/07	no	yes	
Greg	Jamieson	Region 6, Right of Way Manager	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (left on office chair), 8/9/07		Email Acceptance 7/27/07	yes	yes	
Dan	Jepson	Cultural Resources Section Manager	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		Verbal DECLINE, 8/9/07	no	yes	

<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Agency</i>	<i>First Contact</i>	<i>Second Contact</i>	<i>Third Contact</i>	<i>Scoping Meeting Acceptance</i>	<i>Attended ?</i>	<i>Submitted Comment ?</i>	<i>Notes</i>
Will	Kearns	Transportation Planner	Jefferson County Division of Highways & Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (left with front desk), 8/9/07	Emailed, 8/13/07	Email acceptance, 8/14/07	yes	no	
Jeffery	Kimes	Environmental Engineer	Environmental Protection Agency Region 8	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (with Deb Lebow), 8/9/07	Emailed, 8/13/07	No response	no	no	
Margaret	Langworthy		US Army Corps of Engineers, Denver Regulatory Office	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (8/9/07)		Email Acceptance 8/7/07	yes	yes	Margaret Langworthy attended on behalf of USACE; original invite to Tim Carey
Janice	Leaverton	Right of Way	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Delivered scoping packet to office (left with front desk), 8/9/07		Email Acceptance 7/26/07	yes	no	

<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Agency</i>	<i>First Contact</i>	<i>Second Contact</i>	<i>Third Contact</i>	<i>Scoping Meeting Acceptance</i>	<i>Attended ?</i>	<i>Submitted Comment ?</i>	<i>Notes</i>
Deborah	Lebow	NEPA Reviewer - Highways	Environmental Protection Agency Region 8	Hand delivered scoping packet, 8/9/07			Verbal Acceptance, 8/9/07	yes	yes	
Susan	Linner	Field Supervisor	U.S. Fish and Wildlife Service	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		Verbal decline, 8/9/07	no	yes	
John	Liou	Hydrologist	Federal Emergency Management Agency	Email and US mail invitation letter 7/25/07 and 7/26/07	FedEx scoping packet, 8/13/07		No response	no	no	
Dianna	Litvak	History	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Delivered scoping packet to office (left on chair), 8/9/07		Verbal acceptance 8/8/07	yes	yes	
Ken	Lloyd	Executive Director	Regional Air Quality Council	Email and US mail invitation letter 7/25/07 and 7/26/07	FedEx scoping packet, 8/13/07		Verbal Tentative 8/1/07	no	yes	
Sheble	McConnellogue	Environmental Planner	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		Verbal acceptance, 8/9/07	yes	yes	

<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Agency</i>	<i>First Contact</i>	<i>Second Contact</i>	<i>Third Contact</i>	<i>Scoping Meeting Acceptance</i>	<i>Attended ?</i>	<i>Submitted Comment ?</i>	<i>Notes</i>
Jerrie	McKee		Division of Wildlife	Email and US mail invitation letter 7/25/07 and 7/26/07	FedEx scoping packet, 8/13/07			yes	yes	Jerri McKee attended on behalf of DOW; original invite to Lance Carpenter
Larry	Mugler	Planning Services Coordinator	Denver Regional Council of Governments	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (with Rachel Thompson), 8/9/07		Verbal acceptance, 8/10/07	yes	yes	
Nanette	Neelan	Deputy County Administrator	Jefferson County	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (left with front desk), 8/9/07		Verbal Acceptance 7/26/07	no	no	
Yates	Oppermann	Environmental Planner	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		DECLINED (No Section 4f issues; will review PIP offline) 8/5/07	yes	yes	
Amy	Pallante	Section 106 Coordinator	State Historic Preservation Office	Email and US mail invitation letter 7/25/07 and 7/26/07	Delivered scoping packet to office (front desk), 8/9/07		DECLINED; will consult later in the project	no	yes	

<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Agency</i>	<i>First Contact</i>	<i>Second Contact</i>	<i>Third Contact</i>	<i>Scoping Meeting Acceptance</i>	<i>Attended ?</i>	<i>Submitted Comment ?</i>	<i>Notes</i>
Jim	Paulmeno	Planning and Environmental Manager	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		Verbal Decline, 8/9/07	no	no	
Jeff Myhou	Peterson Pham	Threatened and Endangered Species	Colorado Department of Transportation CDOT ITS	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (left on office chair), 8/9/07		Email acceptance 7/30/07	yes	yes	
Rebecca	Pierce	Wetlands	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Left scoping packet on chair in EPB office	Emailed, 8/13/07	Email acceptance, 8/7/07	no	no	
Michelle	Rabouin	Title VI Coordinator	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Delivered scoping packet to office (left with front desk), 8/9/07		Verbal Acceptance 7/30/07	yes	yes	
Mindi	Ramig	Environmental Health Specialist	Jefferson County Department of Health and Environment	Email and US mail invitation letter 7/25/07 and 7/26/07	FedEx scoping packet, 8/13/07		Verbal acceptance, 8/15/07 (Mindi Ramig for John Moody)	yes	yes	

<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Agency</i>	<i>First Contact</i>	<i>Second Contact</i>	<i>Third Contact</i>	<i>Scoping Meeting Acceptance</i>	<i>Attended ?</i>	<i>Submitted Comment ?</i>	<i>Notes</i>
David	Rigirozzi	Field Environmental Officer	Department of Urban Development	Email and US mail invitation letter 7/25/07 and 7/26/07	Delivered scoping packet to office (left with front desk), 8/9/07			no	yes	Rec'd email response; uncertain if interest to agency; reviewing material and coordinating with office
Bryan	Roeder	Threatened and Endangered Species	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07	Emailed, 8/13/07	Email acceptance, 8/13/07	yes	yes	
Erik	Sabina	Professional Engineer	Denver Regional Council of Governments	Meeting with Zeke Lynch, 8/8/07	Hand delivered scoping packet (with Rachel Thompson), 8/9/07		verbal Acceptance 8/8/07	no	yes	
Joe	Schieffelin	Compliance Program Manager	Colorado Department of Public Health and Environment, Hazardous Materials and Waste Management Division	Emailed and sent FedEx, 8/13/07				no	yes	

<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Agency</i>	<i>First Contact</i>	<i>Second Contact</i>	<i>Third Contact</i>	<i>Scoping Meeting Acceptance</i>	<i>Attended ?</i>	<i>Submitted Comment ?</i>	<i>Notes</i>
Lisa	Schoch	History	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet, 8/9/07		Email Acceptance 7/26/07	no	no	
Jill	Scott		CDOT ITS Office of Environmental Policy and Compliance, Denver Region	Emailed and sent FedEx, 8/13/07		Not included in original invitation		yes	yes	
Robert F.	Stewart	Regional Environmental Officer	Denver Regional Council of Governments	Meeting with Zeke Lynch, 8/8/07	Hand delivered scoping packet, 8/9/07		verbal Acceptance 8/8/07	no	no	
Rachel	Thompson	Economic Analyst						no	yes	
Steve	Wallace	Paleontology	Colorado Department of Transportation	Email and US mail invitation letter 7/25/07 and 7/26/07	Hand delivered scoping packet (left on office chair), 8/9/07	Emailed, 8/13/07	DECLINED, 8/13/07	yes	yes	
Rick	Willard	Director Highways & Transportation	Jefferson County	Email and US mail invitation letter 7/25/07 and 7/26/07	Delivered scoping packet to office (left with front desk), 8/9/07		DECLINED 7/30/07	no	no	

<i>First Name</i>	<i>Last Name</i>	<i>Title</i>	<i>Agency</i>	<i>First Contact</i>	<i>Second Contact</i>	<i>Third Contact</i>	<i>Scoping Meeting Acceptance</i>	<i>Attended ?</i>	<i>Submitted Comment ?</i>	<i>Notes</i>
Zeke	Zebauers	Director Highways & Transportatio n	Jefferson County	Email and US mail invitation letter 7/25/07 and 7/26/07	Delivered scoping packet to office (left with front desk), 8/9/07		Verbal Acceptance 7/26/07	yes	no	

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION



Region 6
2000 South Holly Street
Denver, Colorado 80222
720-497-6950

July 20, 2007

Dear [Salutation] [First Name] [Last Name]
[Title]
[Address]
[City, State ZIP]

Subject: Invitation to Participate in Agency Scoping Meetings for the US 6 and Wadsworth Environmental Assessment – August 16, 2007, [Session]

Dear [Salutation] [Last Name]:

On behalf of the Colorado Department of Transportation (CDOT) and the Federal Highways Administration (FHWA), I would like to invite you to an informational scoping meeting for the US 6 (6th Avenue) and Wadsworth Boulevard Environmental Assessment (EA) on **August 16, 2007** from [Session]. CDOT and FHWA are preparing this EA in accordance with the National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) and FHWA NEPA-implementing regulations (Title 40 of the Code of Federal Regulations [CFR], Parts 1500-1508 [40 CFR 1500-1508] and 23 CFR 771, respectively). The Regional Transportation District (RTD) is a cooperating agency for the EA, and the City of Lakewood is a partnering agency.

In the EA, CDOT will evaluate transportation improvements for the US 6 and Wadsworth Boulevard interchange and for Wadsworth Boulevard between approximately 3rd Avenue and 13th Avenue. CDOT, the City of Lakewood, and area residents have identified these transportation improvements as among the highest priorities in the west metro area. The US 6 and Wadsworth Boulevard interchange is a gateway to Lakewood's downtown (Belmar) and city center (Lakewood Commons) areas. Wadsworth Boulevard is a highly traveled commuter and bus transit corridor and the only continuous north-south through street in the west metro area.

CDOT is collecting data to better characterize transportation and infrastructure needs and the environmental resources present in the project area. Enclosed is a short project fact sheet. We will distribute a Scoping Packet with more information the week of August 6, 2007. Some of the transportation issues we must address include traffic congestion, neighborhood and business access, poor interchange operations, high accident rates, undersized drainage facilities, and inadequate bicycle and pedestrian facilities. We will be challenged to develop transportation improvements while minimizing community and environmental impacts.

In an effort to streamline our discussions with federal, state, and local agencies with interest in the project, we have divided our August 16 agency scoping meeting into three sessions in order to group topics of interest and focus discussion. We hope that this format will allow you to have more time to discuss the issues of importance to your agency and to interact with other agencies with similar interests. The following is the schedule of meeting times, invited agencies, and topics. We have included [Agency] in the [Session] session. Please note that the information that CDOT will present at these sessions will be identical, but it is anticipated that discussion will be targeted to the areas of interest listed for the sessions. CDOT, FHWA, RTD, and the City of Lakewood plan to participate in each session.

Schedule of Agency Scoping Meetings, US 6 and Wadsworth EA

Time	Invited Agencies	Topics of Interest
8:30 a.m. to 10:00 a.m.	Colorado Department of Local Affairs Colorado State Parks Denver Regional Council of Governments Department of Housing and Urban Development Federal Transit Administration Jefferson County Open Space Jefferson Economic Council U.S. Environmental Protection Agency	Social and Community Resources <ul style="list-style-type: none"> • Bicycles/Pedestrians • Cumulative Impacts • Environmental Justice • Land Use • Public Involvement • Right of Way • Socioeconomics • Visual/Aesthetic Considerations
10:30 a.m. to 12:00 p.m.	Colorado Department of Public Health and Environment, Air Pollution Control Division Colorado Department of Public Health and Environment, Hazardous Materials and Waste Division Department of Interior, Office of Environmental Policy and Compliance Jefferson County Department of Health and Environment Jefferson County Highways and Transportation Department Regional Air Quality Council State Historic Preservation Office U.S. Environmental Protection Agency	Human and Built Environment <ul style="list-style-type: none"> • Air Quality • Archaeology • Hazardous Materials • Historic Resources • Noise • Paleontology • Safety • Section 4(f) / 6(f) • Traffic
1:00 p.m. to 2:30 p.m.	Colorado Division of Wildlife Federal Emergency Management Agency U.S. Environmental Protection Agency U.S. Fish and Wildlife Service Urban Flood and Drainage Control District U.S. Army Corps of Engineers	Natural Environment <ul style="list-style-type: none"> • Floodplains • Hydraulics • Noxious Weeds • Stormwater • Threatened and Endangered Species • Vegetation • Water Quality • Wetlands • Wildlife / Fisheries

CDOT and FHWA are committed to completing this EA in 12 to 24 months. In order to meet a streamlined schedule, we need your help in scoping to identify all of the transportation and environmental issues that need to be addressed in the EA process. Our consultant, CH2M HILL, will be visiting your offices to drop off a Scoping Packet and answer any questions about the upcoming meetings. Your participation is very important. Please RSVP to Ms. Mandy Whorton, CH2M HILL Environmental Manager, by Tuesday, August 14, 2007, if you plan to attend and/or have any questions about the meetings.

If this project does not require involvement of your agency, please return the enclosed form to let us know not to follow up with you about your participation.

I and the rest of the project team look forward to seeing you on August 16, 2007. Please do not hesitate to contact me at (720) 497-6955 or Ms. Whorton at 720-286-5239 if you have any questions or concerns.

Sincerely,



Seyed Kalantar, P.E
CDOT Region 6 Project Manager

c: Kirk Webb, CDOT Project Environmental Manager
Mandy Whorton, CH2M HILL Project Environmental Manager
Project Administrative Record



US 6 and Wadsworth Environmental Assessment – Agency Participation

****Submit this comment form only if you WILL NOT BE PARTICIPATING in the US 6 and Wadsworth Environmental Assessment****

Thank you for contacting me. Potential improvements in the vicinity of US 6 and Wadsworth are unlikely to affect resources of importance to my agency. I do not have any information or expertise that will help you in your scoping process. No further contact with my agency is necessary.

Signature _____

Name and Title _____

Agency _____

Date _____

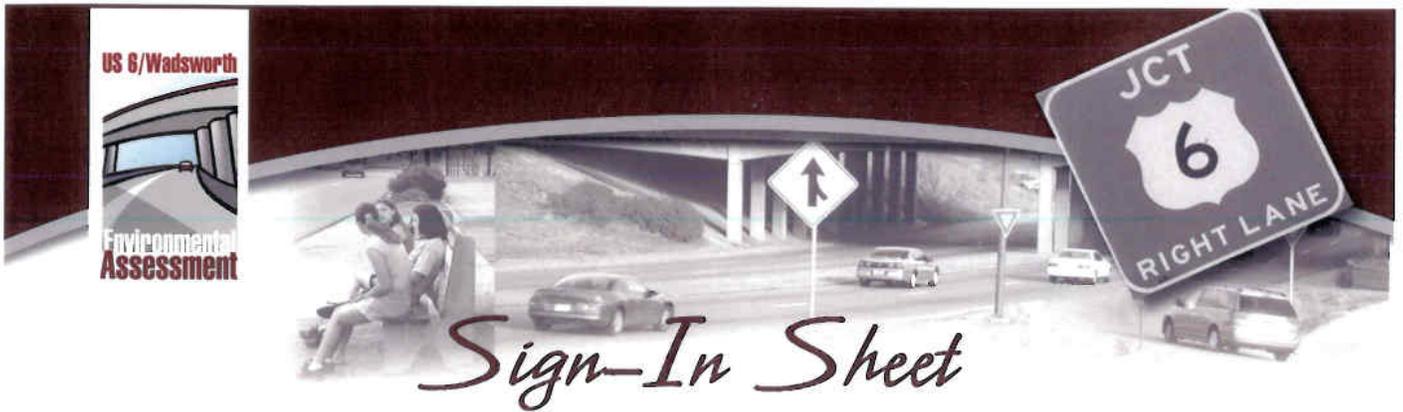
Comments _____



Scoping Summary Report

APPENDIX C

Agency Meeting Rosters



Meeting: Agency Scoping Meeting (Social and Community Resources)

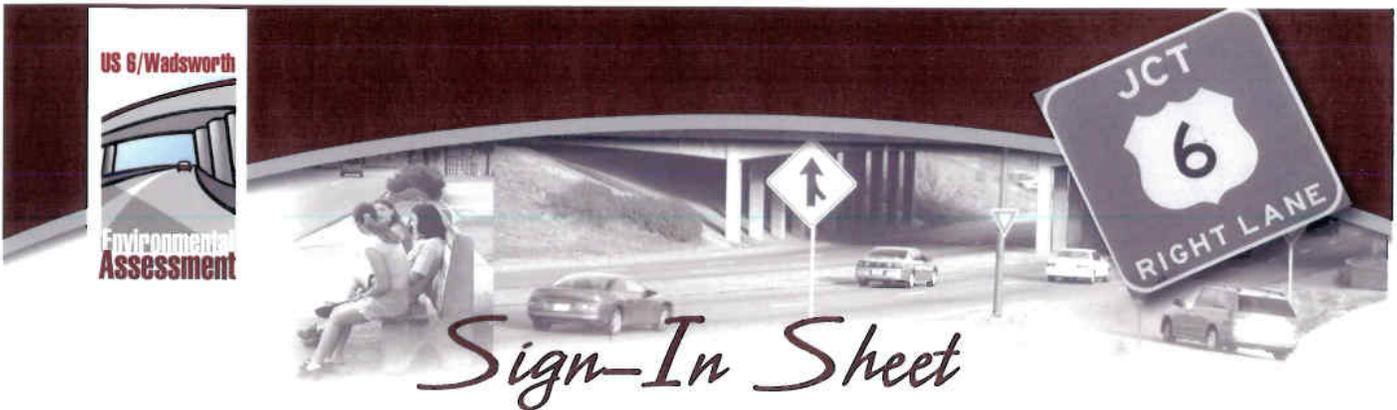
Date: August 16, 2007 1st Session: 8:30 a.m. – 10:00 a.m.

Location: CDOT Shumate Building, Mount Evans Conference Room

Check here to indicate attendance; please update any address information as needed

Name	Agency	Address	Email	
Beth Bailey	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	beth.baily@dot.state.co.us	<input checked="" type="checkbox"/>
Cathy Curtis	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	cathy.curtis@dot.state.co.us	<input type="checkbox"/>
Sheble McConnellogue	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	sheble.mcconnellogu@dot.state.co.us	<input checked="" type="checkbox"/>
Janice Leaverton	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	janice.leaverton@dot.state.co.us	<input checked="" type="checkbox"/>
Greg Jamieson	Colorado Department of Transportation	2000 S Holly Street Denver, CO 80222	greg.jamieson@dot.state.co.us	<input checked="" type="checkbox"/>
Michelle Rabouin	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	michelle.rabouin@dot.state.co.us	<input checked="" type="checkbox"/>
Scott Babcock	Colorado State Parks	1313 Sherman St. Denver, CO 80203	Scott.Babcock@state.co.us	<input type="checkbox"/>
Larry Mugler	Denver Regional Council of Governments	4500 Cherry Creek Drive South, Ste 800 Denver, CO 80246	lmugler@drcog.org	<input checked="" type="checkbox"/>
David Rigirozzi	Department of Housing and Urban Development	1670 Broadway St Denver, CO 80202	david.w.rigirozzi@hud.gov	<input type="checkbox"/>
Dave Hollis	Regional Transportation District	1560 Broadway Denver, CO 80202	David.hollis@rtd-fastracks.com	<input checked="" type="checkbox"/>



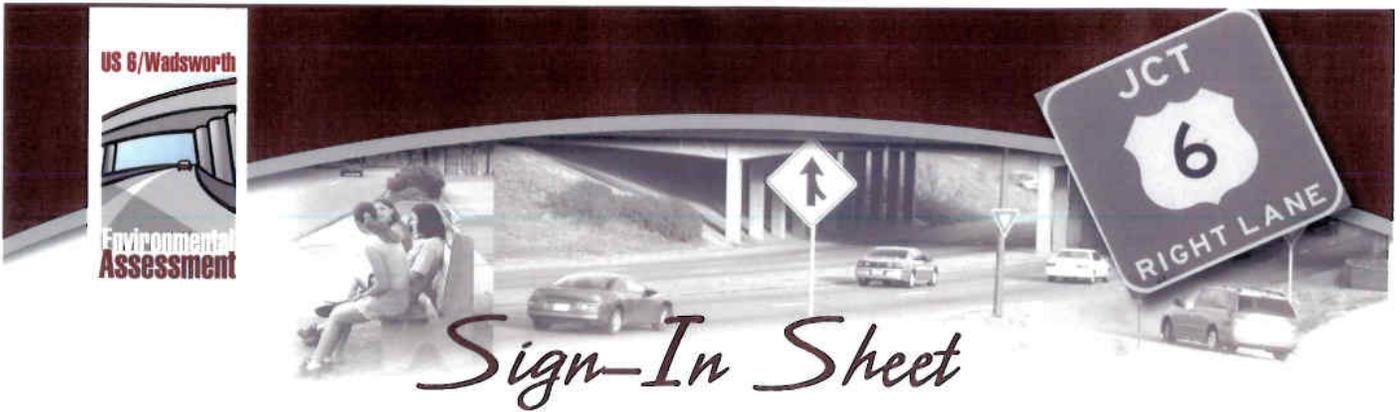


Sign-In Sheet

Nanette Neelan	Jefferson County	700 Jefferson County Parkway Golden, CO 80401	nneelan@jeffco.us	<input type="checkbox"/>
Dave Baskett	City of Lakewood	480 S Allison Pkwy Lakewood, CO 80226	DavBas@lakewood.org	<input type="checkbox"/>
Neil Marciniak	City of Lakewood	480 S Allison Pkwy Lakewood, CO 80226	neimar@lakewood.org	<input type="checkbox"/>
Rob Smetana	City of Lakewood	480 S Allison Pkwy Lakewood, CO 80226	robsme@lakewood.org	<input checked="" type="checkbox"/>
Gail Spencer	City of Lakewood	480 S Allison Pkwy Lakewood, CO 80226	GaiSpe@lakewood.org	<input checked="" type="checkbox"/>
Mark Doering	City of Lakewood	480 S Allison Pkwy Lakewood, CO 80226	MarDoe@lakewood.org	<input checked="" type="checkbox"/>
Holly Boehm	City of Lakewood	480 S Allison Pkwy Lakewood 80226	Halboe@lakewood.org	<input checked="" type="checkbox"/>
NEIL MARCINIAK	"	"	neimar@lakewood.org	<input type="checkbox"/>
DOB LEON	U.S. EPA	1595 Wynkoop St Denver 80202	drlleon@yahoo.com	<input type="checkbox"/>

F. YATES OPPERMANO CDOT-EPD
 Myhona Phan CDOT R6

francis.oppermann@dot.state.co.us
 425-B Corporate Cir myhona.phan@dot.state.co.us
 Golden CO 80204



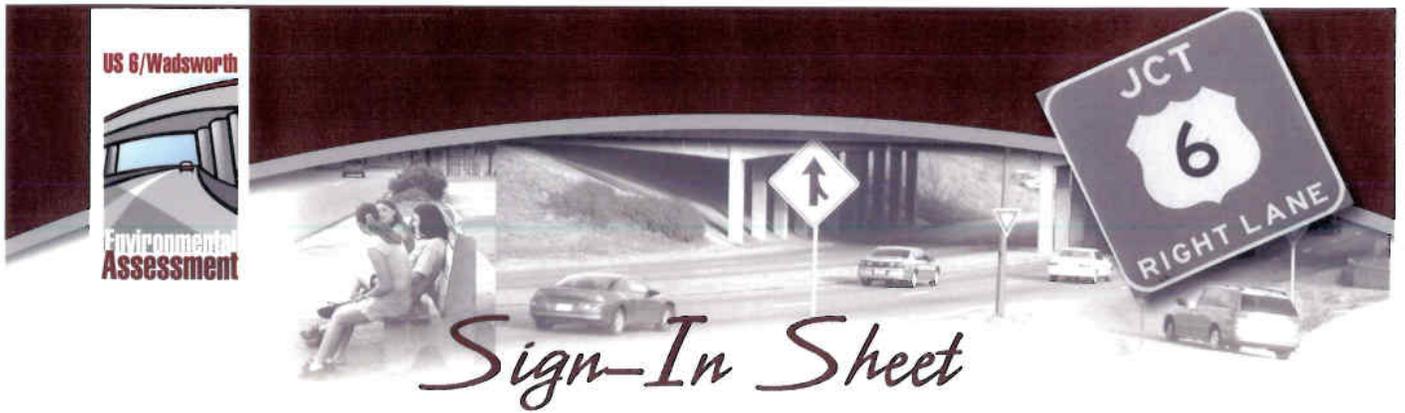
Meeting: Agency Scoping Meeting (Human and Built Environment)

Date: August 16, 2007 2nd Session: 10:30 a.m. – 12:00 p.m.

Location: CDOT Shumate Building, Mount Evans Conference Room

Check here to indicate attendance; please update any address information as needed

Name	Agency	Address	Email	
Zac Graves	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	zac.graves@dot.state.co.us	<input checked="" type="checkbox"/>
Lisa Schoch	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	lisa.schoch@dot.state.co.us	<input type="checkbox"/>
Dianna Litvak	Colorado Department of Transportation	2000 S Holly Street Denver, CO 80222	dianna.litvak@dot.state.co.us	<input checked="" type="checkbox"/>
Bob Autobee	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	robert.autobee@dot.state.co.us	<input checked="" type="checkbox"/>
Mehdi Baziar	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	mehdi.baziar@dot.state.co.us	<input checked="" type="checkbox"/>
Andy Flurkey	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	andy.flurkey@dot.state.co.us	<input checked="" type="checkbox"/>
Ken Lloyd	Regional Air Quality Council	1445 Market St, #260	klloyd@raqc.org	<input type="checkbox"/>
Mindi Ramig	Jefferson County	1801 19 th Street Golden, CO 80401	Mramig@jeffco.us	<input checked="" type="checkbox"/>
Steve Wallace	CDOT	4201 E. Arkansas	steven.wallace@dot.state.co.us	<input checked="" type="checkbox"/>
Will Kerns	Jefferson County	100 Jefferson County Bldg. Suite 3500 Golden, CO 80419	wkerns@jeffco.us	<input type="checkbox"/>
Jill Scott	CDOT DTS	425 Corporate Circle Golden	Jill.K.Scott@a	<input checked="" type="checkbox"/>
				<input type="checkbox"/>



Sign-In Sheet

Meeting: Agency Scoping Meeting (Natural Environment)

Date: August 16, 2007 2nd Session: 1:00 p.m. – 2:30 p.m.

Location: CDOT Shumate Building, Mount Evans Conference Room

Check here to indicate attendance; please update any address information as needed

Name	Agency	Address	Email	
Jeff Peterson	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	jeff.peterson@dot.state.co.us	<input checked="" type="checkbox"/>
Rebecca Pierce	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	rebecca.pierce@dot.state.co.us	<input type="checkbox"/>
Hamid Ghavam	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	hamid.ghavam@dot.state.co.us	<input type="checkbox"/>
Tammy Allen	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	tamara.allen@dot.state.co.us	<input checked="" type="checkbox"/>
Bryan Roeder	Colorado Department of Transportation	4201 E Arkansas Ave Denver, CO 80222	bryan.roeder@dot.state.co.us	<input checked="" type="checkbox"/>
Jon Chesser	Colorado Department of Transportation	2000 S Holly St Denver, CO 80222	jon.chesser@dot.state.co.us	<input type="checkbox"/>
Sarah Fowler	Environmental Protection Agency	999 18 th Street, Ste 500 Denver, CO 80202	fowler.sarah@epa.gov	<input type="checkbox"/>
Margaret Langworthy	U.S. Army Corps of Engineers	9307 S Wadsworth Blvd Littleton, CO 80128	<i>Margaret. K. Langworthy @USACE.ARMY.MIL</i>	<input type="checkbox"/>
<i>Sandra White</i>	<i>CH2M HILL</i>		<i>Sandy.white@ch2m.com</i>	<input type="checkbox"/>
<i>Jerrie Mahee</i>	<i>CDOT</i>	<i>6060 Broadway Denver CO 80216</i>	<i>jerrie.mahee@state.co.us</i>	<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>



Scoping Summary Report

APPENDIX D

Public Meeting Roster



Meeting: Public Scoping Meeting

Date: August 21, 2007

Location: Clements Community Center, Lakewood

Check here to be added to the project mailing list

Name	Address	Email	
Guoqun Zouhua	1025 Lafayette #601 Denver 80214	bobrosnik@ussh.com	<input checked="" type="checkbox"/>
David Rothburger	1310 Ganson St Lakewood CO 80215	parkre@weldnet.net	<input checked="" type="checkbox"/>
Will Just	7636 W. 4th Ave Lakewood CO 80226	JustBunch@MSN.com	<input checked="" type="checkbox"/>
• Peter Koclanes	4335 E. 3rd Ave. Denver, CO 80220	pkoclanes@nmb.com	<input checked="" type="checkbox"/>
Roger Loecher	5500 W 44th DEN CO 80217		<input checked="" type="checkbox"/>
• Becky Clark	City of Lakewood	rebela@lakewood.org	<input checked="" type="checkbox"/>
Marlane Leiby	7395 West Sixth Ave Lakewood CO 80214	mleiby@du.edu	<input checked="" type="checkbox"/>
Maddie Nichols	5800 W. 8th Ave Lakewood 80214	ranzell@juno.com	<input checked="" type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>

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Sign-In Sheet

Meeting: Public Scoping Meeting

Date: August 21, 2007

Location: Clements Community Center, Lakewood

Check here to be added to the project mailing list ↓

Name	Address	Email	
Christophe Goodes	4742 S. Wabash St Den CO 80237		<input checked="" type="checkbox"/>
(2) Darel + Joan Saindon	205 Carr ST Lkwd 80226		<input checked="" type="checkbox"/>
Joan Ghele	1235 Everett Ct Lkwd 80215		<input type="checkbox"/>
ROB SMETANA	480 S. ALLISON PKWY LAKEWOOD, CO 80226		<input type="checkbox"/>
IRENE M. GREENBAUM	7745 WESTVIEW DR LAKEWOOD, CO 80214		<input checked="" type="checkbox"/>
KATHRYN GUNDERSON	7123 W 6TH LAKEWOOD CO 80214		<input type="checkbox"/>
DENNIS PFITZER	2400 BROADVIEW DRIVE LAKEWOOD CO 80214	DPFITZER@ COMCAST.NET.	<input checked="" type="checkbox"/>
(2) Bill + Kimberly Strotz	594 Webster St Lakewood, CO 80226	strotzb@juno.com	<input checked="" type="checkbox"/>
Sue Wolff	195 Yukon St LAKEWOOD 80226		<input type="checkbox"/>
Karen Kellen	675 Dudley St Lkwd 80215	Kark.1022@msn.com	<input checked="" type="checkbox"/>
Kathryn Kustal	7616 W 9th Ave 80214	Kuskats@aol.com	<input checked="" type="checkbox"/>
Don D...	380 So. Quail 80226		<input checked="" type="checkbox"/>
Pete Koclan	1670 Broadway Suite 500	pkoclanes@nukb.com	<input checked="" type="checkbox"/>

8

5:00 meeting



Meeting: Public Scoping Meeting

Date: August 21, 2007

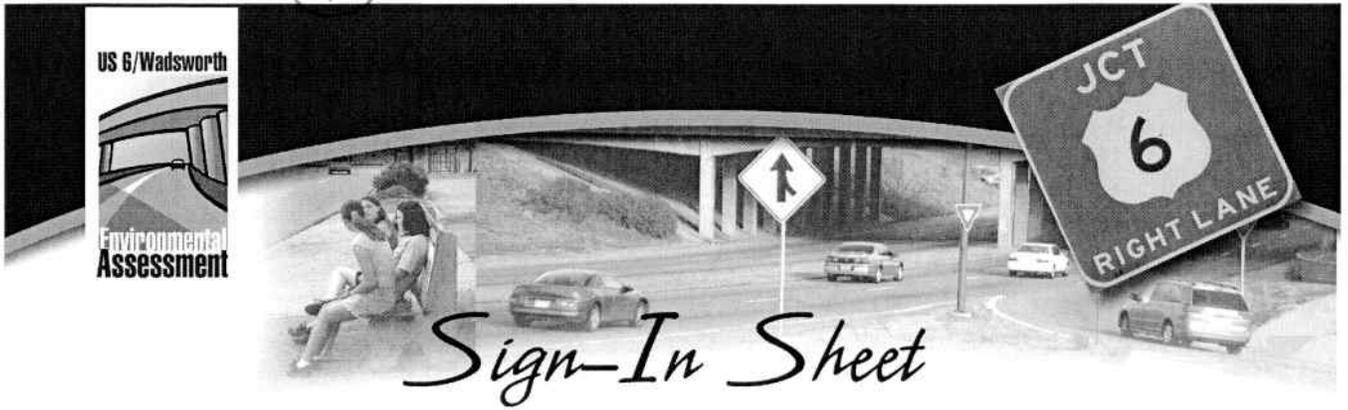
Location: Clements Community Center, Lakewood

4

Check here to be added to the project mailing list

Name	Address	Email	
Richard Ott	770 Wadsworth	Richard.Ott @USA.NET	<input checked="" type="checkbox"/>
	MAIL 19634 NO. 92 ND AVE Peoria AZ 85232		<input type="checkbox"/>
Joyce Wooster	Lkwd. 565 Dudley St		<input checked="" type="checkbox"/>
WALTER VA DE	213 VANCE ST LAKEWOOD, CO 80226		<input checked="" type="checkbox"/>
KAY SCHOCH	333 WRIGHT STREET, #303 LAKEWOOD, CO 80228	kaymond44@frii.com	<input checked="" type="checkbox"/>
Ann Rickert	1513 S. Exton Lakewood 80232		<input type="checkbox"/>
Rachel Griffin	City of Lakewood 480 S. Allison	racgri@ lakewood.org	<input checked="" type="checkbox"/>
Floyd Zamboni	11424 W. 2 ND ST Lakewood, CO.	FloydZamboni@comcast.net	<input checked="" type="checkbox"/>
Jim Bemelen	CDOT R-6	james.bemelen@dot.state.co.us	<input checked="" type="checkbox"/>
MARDEA Tracy	1230 Wadsworth 80226		<input checked="" type="checkbox"/>
Charles Able	7707 W 4th	ct.able@ATT.net	<input type="checkbox"/>
Bill Lang	CH2M HILL	blang@ch2m.com	<input type="checkbox"/>
Hill, Joel	City of Lakewood		<input type="checkbox"/>

(10)



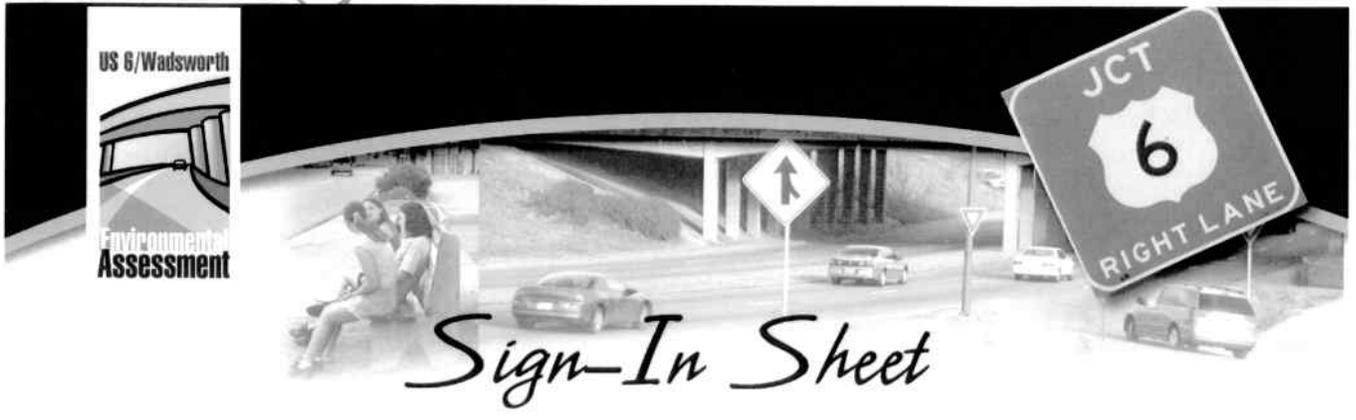
Sign-In Sheet

Meeting: Public Scoping Meeting Date: August 21, 2007
 Location: Clements Community Center, Lakewood

Check here to be added to the project mailing list

Name	Address	Email	<input type="checkbox"/>
Rep Gwyn Green	197 Canyon Pt Cir Golden 80403	gwyngreen@comcast.net	<input checked="" type="checkbox"/>
John Kontnik	7700 W 4th Ave Lakewood CO 80226		<input checked="" type="checkbox"/>
William Spriggs	1201 BALSAM ST. LAKWOOD CO. 80214	WSPRIGGS2@COMCAST.NET	<input checked="" type="checkbox"/>
(2) Always Jimmy	7865 W. 8th Ave Lakewood 80214		<input checked="" type="checkbox"/>
Kenny Edwards	7555 Highland Lakewood, CO 80214		<input type="checkbox"/>
Sandi Kohus	CDOT Lakewood, 80214		<input type="checkbox"/>
(2) John Purcell	7866 W. 8th Ave	jppurcel@msn.com	<input checked="" type="checkbox"/>
John Browne	7701 W 4th St, 80226		<input checked="" type="checkbox"/>
Ramon Amaha	7622 W 9th AVE		<input checked="" type="checkbox"/>
L Teble	1235 Everett Ct Lakewood CO 80219		<input checked="" type="checkbox"/>
Public Service CU	7575 W. 5th Ave Lakewood 80226	Dianag@pscu.org	<input checked="" type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>

6



Meeting: Public Scoping Meeting Date: August 21, 2007
 Location: Clements Community Center, Lakewood

Check here to be added to the project mailing list

Name	Address	Email	
Bob Alldredge	902 Wadsworth	halldredge@msn.com	<input type="checkbox"/>
KATHY STAPLETON	2142 S. ZEPHYR ST	KATHSTAP@COMCAST.NET	<input checked="" type="checkbox"/>
LORNA FOX	1133 S. EATON ST.	jfnam@lorna@comcast.net	<input checked="" type="checkbox"/>
JOHN FOX	" " " "		<input type="checkbox"/>
Kim Frazer	7730 W 5th Ave	kfrazer@comcast.net	<input checked="" type="checkbox"/>
ERIK & PATTY GROSS	7470 W 12th AVE		<input checked="" type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>
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			<input type="checkbox"/>



Scoping Summary Report

APPENDIX E

Agency Scoping Meeting Presentation and Display Boards

US 6/Wadsworth
Assessment

US 6 and Wadsworth Boulevard Environmental Assessment Agency Scoping Meeting

August 16, 2007
CDOT Headquarters, Shumate Building, Denver
Session 1: Social and Community Resources



US 6/Wadsworth
Assessment

Welcome

The mission of the Colorado Department of Transportation (CDOT) is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.




US 6/Wadsworth
Assessment

Project Team

- **Project Sponsors**
 - Federal Highways Administration (FHWA)
 - CDOT
- **Cooperating Agencies**
 - Regional Transportation District (RTD)
- **Partnering Agencies**
 - City of Lakewood
- **Consultant**
 - CH2M HILL
 - Subconsultants



US 6/Wadsworth
Assessment

Agenda

- Project Background
- Agency Review and EA Schedule
- Purpose and Need
- Environmental Resources
- Questions



US 6/Wadsworth
Assessment

Study Corridor

- Approximately 1-mile-long corridor within Lakewood, Colorado
- 500-foot corridor on either side of Wadsworth Boulevard centerline between 3rd and 13th avenues
- 500-foot corridor along each side of US 6 between approximately Broadview Drive to the east and Allison Street to the west
- Logical termini not yet finalized




US 6/Wadsworth
Assessment

Agency Review

- Scoping packets contain comment sheets for you to provide comments on the scope of the EA
- Of particular interest are:
 - Purpose and Need
 - Scope and Methodologies for Environmental Resources Impact Analysis
 - What are we missing?
 - Are there processes we should incorporate to streamline and focus the NEPA process?
- Scoping period ends on August 31, 2007



US 6/Wadsworth
Assessment

Schedule

- CDOT and FHWA have committed to complete the EA in 12 to 24 months
- Range in schedule depends on complexity of alternatives analysis
- EA project will incorporate streamlining techniques
 - Partnering among project proponents
 - Proactive agency coordination and continued involvement
 - Highly interactive public involvement program
 - Study what matters
 - Structured reviews of documentation
 - Other ideas? Feedback?



US 6/Wadsworth
Assessment

Project Purpose

Improve safety and mobility for automobile, truck, transit, bicycle, and pedestrian travel at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 3rd Avenue and 13th Avenue



US 6/Wadsworth
Assessment

Transportation Needs and Issues

- Corridor fly-through



US 6/Wadsworth
Assessment

Environmental Resources

- Early data collected to determine presence and context of environmental resources in the study area
- Study area is urban, and environmental resources are typical of those found in disturbed, urban areas
 - Human environmental issues are important
 - Natural areas are limited



US 6/Wadsworth
Assessment

Air Quality

- Attainment/maintenance area for PM₁₀, CO, and 1-hour O₃
- Potential for redesignation as nonattainment for O₃.
- Project included in conforming DRCOG 2030 Regional Transportation Plan, and project-level conformity analysis is not required
- Hot spot modeling may be required for localized CO and PM₁₀ emissions for select signalized intersection(s)



US 6/Wadsworth
Assessment

Archaeology

- Study area is developed, and most natural areas have been disturbed previously
- No significant archaeological properties identified in file search, and because of disturbance, intact resources are not likely to be found
- Additional archaeological investigation is not warranted or planned



US 6/Wadsworth
Assessment

Floodplains

- Five Federal Emergency Management Agency (FEMA)-regulated 100-year floodplains are located within the study area
 - Lakewood Gulch
 - South Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
 - North Dry Gulch
- US 6 does not appear to be within the 100-year floodplain but flow in McIntyre Gulch is constrained



US 6/Wadsworth
Assessment

Floodplains (cont.)

- Wadsworth Boulevard is in the 100-year floodplain in four locations, and flooding during a 100-year flood event would be expected at these locations:
 - 2nd Avenue
 - 8th Avenue
 - 11th Avenue
 - Colfax Avenue
- Several of the drainage facilities under Wadsworth Boulevard are substantially undersized
- City of Lakewood has identified periodic flooding at 8th and 11th avenues.



US 6/Wadsworth
Assessment

Hazardous Materials

- 68 sites near study area have been identified from file searches with potential hazardous waste concerns
- Six sites were determined to have potential to affect the project because
 - the database identified them as active sites with potential for contamination AND
 - groundwater flow could cause migration of contaminants into the study area.



US 6/Wadsworth
Assessment

Hazardous Materials (cont.)

- Sites of potential concern include:
 - Diamond Shamrock – leaking underground storage (LUST) site
 - Circle S Mini Mart/Boonshow Gas – LUST site
 - Western Convenience/Diamond Shamrock – LUST site
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US 6/Wadsworth
Assessment

Historic Resources

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US 6/Wadsworth
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- Potential historic properties divided into 5 development zones:
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 - Residential development east and west of Wadsworth Boulevard and along US 6
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US 6/Wadsworth
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Land Use

- Current land use is a mix of commercial, residential, and industrial uses
- No park or recreation resources in immediate study area
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US 6/Wadsworth
Assessment

Noise

- Noise measurements were taken at two locations over a week-long period and at nine locations over 20 minute periods
- Measured loudest-hour noise levels range from 60 to 74 dBA, with loudest levels measured along US 6
- The 66-dBA noise level contour lies approximately 150 feet on either side of Wadsworth Boulevard, and encompasses the first row of commercial properties



US 6/Wadsworth
Assessment

Noise (cont.)

- West of the interchange, the predicted 66-dBA noise level contour lies approximately 350 to 650 feet on either side of US 6 and encompasses three to four rows of residential properties
- East end of the interchange (where noise walls are in place), the predicted 66-dBA noise contour lies approximately 180 feet on either side of US 6 and encompasses the first row of residences



US 6/Wadsworth
Assessment

Paleontology

- Study area is disturbed and unlikely to contain any intact important paleontological resources
- Project team will consult with CDOT to confirm that no further analysis of paleontological resources is required



US 6/Wadsworth
Assessment

Right of Way (ROW)

- ROW along Wadsworth Boulevard varies from 80 to 95 feet average width
 - Colfax Avenue to 10th Avenue: 80 feet
 - 10th Avenue Southern Quadrants: 90 feet
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US 6/Wadsworth
Assessment

Section 4(f) and 6(f) Resources

- No parks or wildlife areas that qualify as Section 4(f) resources
- No Section 6(f) resources in the study area
- Historic building survey will be conducted to identify any NRHP-eligible historic properties in study area
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US 6/Wadsworth
Assessment

Socioeconomics and Community Resources

- Population is relatively stable but may increase with new, higher density zoning
- Large and small businesses, mostly retail and services oriented
- Four established neighborhoods with primarily single-family housing and some multi-family housing
- Transportation issues of great concern to neighborhoods
- Several schools in study area, including the Jefferson County Open School at Wadsworth Boulevard and 10th Ave.
- Emergency services include fire, police, and ambulance
- Existing RTD bus routes serve the area with transit use expected to increase with future West Corridor



US 6/Wadsworth
Assessment

Environmental Justice

- Low-income and minority populations were evaluated using CDOT's approved methodology for environmental justice analysis
 - No low-income populations
 - Higher than Lakewood average minority (mostly Hispanic) populations in some Census blocks
- School demographic information suggests higher minority and low-income populations than Census data
- Three of four neighborhoods in study area have lower median income than Lakewood average
- Additional outreach will be conducted to identify and reach out to minority and low-income populations



US 6/Wadsworth
Assessment

Visual/Aesthetic Considerations

- North-South Views along US 6 are limited
 - 65 mph speeds of the highway
 - Noise walls east of Wadsworth block views
- Visual resources along Wadsworth Boulevard corridor
 - Loosely defined streetscape of low-profile, sporadically spaced buildings
 - Wide, exposed corridor with heavy traffic, few trees, and limited spatial definition
 - Interchange area is a distinctive visual break from rest of corridor
 - Limited distant views because of tree canopies and overgrown vegetation in drainages



US 6/Wadsworth
Assessment

Visual/Aesthetic (cont.)

- Opportunities for creating a new visual landscape
 - Area is changing, independent of any changes that may occur on the US 6 or Wadsworth Boulevard
 - Sidewalks, medians, interchange designs, water quality treatment features, etc. have the opportunity to create scale and visual continuity along Wadsworth Boulevard and a sense of gateway at the interchange



US 6/Wadsworth
Assessment

Water Quality

- The study area is located in the Upper South Platte River basin, which is a primary drainage near the study area
- Several smaller creeks and drainages are located on or adjacent to study area
 - Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
- These tributaries are generally dry during the year with periodic high flows
- Construction stormwater runoff control and post-construction stormwater management requirements could be challenging because of constrained ROW



US 6/Wadsworth
Assessment

Wetlands

- Waters of the U.S. and/or wetlands areas identified in the study area:
 - Lakewood Gulch
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- Jurisdictional status of these waters has not been determined
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US 6/Wadsworth
Assessment

Wildlife and Vegetation

- Project is located in a highly developed urban area
- Common urban wildlife species are likely to occur in the study area
 - Migratory birds may nest in the project area, although no nests were observed during field visit
 - Riparian areas will be subject to Senate Bill 40 requirements for construction
- Fish do not occur in drainages because gulches do not have permanent flow
- No habitat for U.S. Fish and Wildlife Service-listed threatened or endangered species occurring in Jefferson County



US 6/Wadsworth
Assessment

Resources to Analyze in EA

▪ Air Quality	▪ Noise
▪ Cumulative Impacts <ul style="list-style-type: none"> – Transportation – Community and Business Resources 	▪ Pedestrians and Bicyclists
▪ Floodplains	▪ Relocation/Right-of-Way
▪ Hazardous Materials/Wastes	▪ Socioeconomics
▪ Historic Properties	▪ Transportation
▪ Land Use	▪ Water Quality/Water Resources
	▪ Wetlands



US 6/Wadsworth
Assessment

Additional Information Needed

- Section 4(f) Historic Resources
- Environmental Justice



US 6/Wadsworth
Assessment

Questions?

- Please submit your comment form or other form of written comments by the end of the scoping period (August 31, 2007)
- Thank you for your participation
- We look forward to hearing from you
 - How can we help streamline your review of the milestones of the Environmental Assessment?
 - What additional transportation and environmental issues need to be considered to make the US 6 and Wadsworth project a success?



US 6/Wadsworth
Assessment

Discussion Topics

- Social and Community Resources
 - Bicycles/Pedestrians
 - Cumulative Impacts
 - Environmental Justice
 - Land Use
 - Public Involvement
 - Right-of-Way
 - Socioeconomics
 - Visual/Aesthetic Considerations



MS & Walworth
Assessment

Recap



US 6/Wadsworth
Assessment

US 6 and Wadsworth Boulevard Environmental Assessment Agency Scoping Meeting

August 16, 2007
CDOT Headquarters, Shumate Building, Denver
Session 2: Human and Built Environment



US 6/Wadsworth
Assessment

Welcome

The mission of the Colorado Department of Transportation (CDOT) is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.




US 6/Wadsworth
Assessment

Project Team

- **Project Sponsors**
 - Federal Highways Administration (FHWA)
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US 6/Wadsworth
Assessment

Agenda

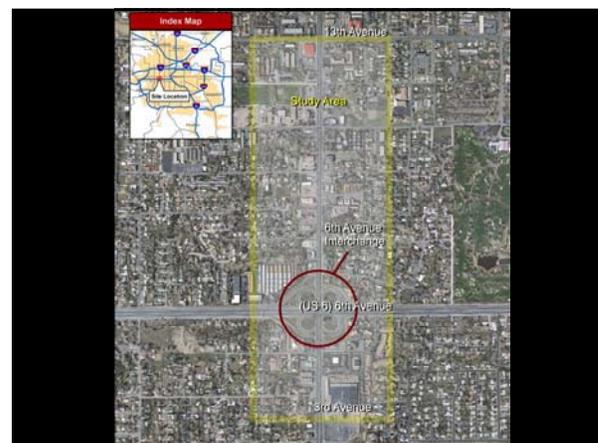
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- Purpose and Need
- Environmental Resources
- Questions



US 6/Wadsworth
Assessment

Study Corridor

- Approximately 1-mile-long corridor within Lakewood, Colorado
- 500-foot corridor on either side of Wadsworth Boulevard centerline between 3rd and 13th avenues
- 500-foot corridor along each side of US 6 between approximately Broadview Drive to the east and Allison Street to the west
- Logical termini not yet finalized

US 6/Wadsworth
Assessment

Agency Review

- Scoping packets contain comment sheets for you to provide comments on the scope of the EA
- Of particular interest are:
 - Purpose and Need
 - Scope and Methodologies for Environmental Resources Impact Analysis
 - What are we missing?
 - Are there processes we should incorporate to streamline and focus the NEPA process?
- Scoping period ends on August 31, 2007



US 6/Wadsworth
Assessment

Schedule

- CDOT and FHWA have committed to complete the EA in 12 to 24 months
- Range in schedule depends on complexity of alternatives analysis
- EA project will incorporate streamlining techniques
 - Partnering among project proponents
 - Proactive agency coordination and continued involvement
 - Highly interactive public involvement program
 - Study what matters
 - Structured reviews of documentation
 - Other ideas? Feedback?



US 6/Wadsworth
Assessment

Project Purpose

Improve safety and mobility for automobile, truck, transit, bicycle, and pedestrian travel at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 3rd Avenue and 13th Avenue



US 6/Wadsworth
Assessment

Transportation Needs and Issues

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US 6/Wadsworth
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Environmental Resources

- Early data collected to determine presence and context of environmental resources in the study area
- Study area is urban, and environmental resources are typical of those found in disturbed, urban areas
 - Human environmental issues are important
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US 6/Wadsworth
Assessment

Air Quality

- Attainment/maintenance area for PM₁₀, CO, and 1-hour O₃
- Potential for redesignation as nonattainment for O₃.
- Project included in conforming DRCOG 2030 Regional Transportation Plan, and project-level conformity analysis is not required
- Hot spot modeling may be required for localized CO and PM₁₀ emissions for select signalized intersection(s)



US 6/Wadsworth
Assessment

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- No significant archaeological properties identified in file search, and because of disturbance, intact resources are not likely to be found
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US 6/Wadsworth
Assessment

Floodplains

- Five Federal Emergency Management Agency (FEMA)-regulated 100-year floodplains are located within the study area
 - Lakewood Gulch
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US 6/Wadsworth
Assessment

Floodplains (cont.)

- Wadsworth Boulevard is in the 100-year floodplain in four locations, and flooding during a 100-year flood event would be expected at these locations:
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US 6/Wadsworth
Assessment

Hazardous Materials

- 68 sites near study area have been identified from file searches with potential hazardous waste concerns
- Six sites were determined to have potential to affect the project because
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US 6/Wadsworth
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US 6/Wadsworth
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US 6/Wadsworth
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US 6/Wadsworth
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US 6/Wadsworth
Assessment

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US 6/Wadsworth
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US 6/Wadsworth
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US 6/Wadsworth
Assessment

Water Quality

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US 6/Wadsworth
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US 6/Wadsworth
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US 6/Wadsworth
Assessment

Discussion Topics

- Human and Built Environment
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 - Hazardous Materials
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 - Noise
 - Paleontology
 - Safety
 - Section 4(f) / 6(f)
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MS & Walworth
Assessment

Recap



US 6/Wadsworth
Assessment

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US 6/Wadsworth
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US 6/Wadsworth
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US 6/Wadsworth
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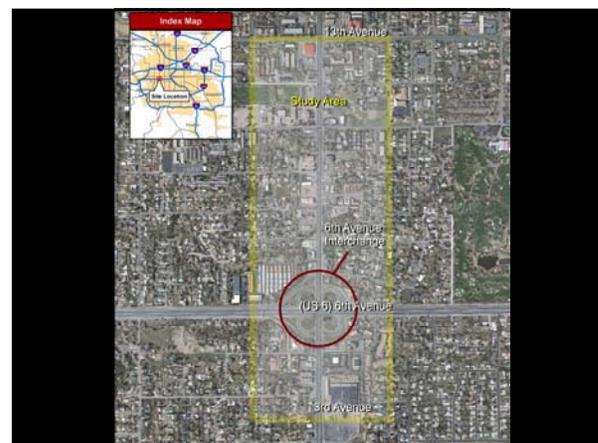
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US 6/Wadsworth
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US 6/Wadsworth
Assessment

Visual/Aesthetic Considerations

- North-South Views along US 6 are limited
 - 65 mph speeds of the highway
 - Noise walls east of Wadsworth block views
- Visual resources along Wadsworth Boulevard corridor
 - Loosely defined streetscape of low-profile, sporadically spaced buildings
 - Wide, exposed corridor with heavy traffic, few trees, and limited spatial definition
 - Interchange area is a distinctive visual break from rest of corridor
 - Limited distant views because of tree canopies and overgrown vegetation in drainages



US 6/Wadsworth
Assessment

Visual/Aesthetic (cont.)

- Opportunities for creating a new visual landscape
 - Area is changing, independent of any changes that may occur on the US 6 or Wadsworth Boulevard
 - Sidewalks, medians, interchange designs, water quality treatment features, etc. have the opportunity to create scale and visual continuity along Wadsworth Boulevard and a sense of gateway at the interchange



US 6/Wadsworth
Assessment

Water Quality

- The study area is located in the Upper South Platte River basin, which is a primary drainage near the study area
- Several smaller creeks and drainages are located on or adjacent to study area
 - Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
- These tributaries are generally dry during the year with periodic high flows
- Construction stormwater runoff control and post-construction stormwater management requirements could be challenging because of constrained ROW



US 6/Wadsworth
Assessment

Wetlands

- Waters of the U.S. and/or wetlands areas identified in the study area:
 - Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
- Jurisdictional status of these waters has not been determined
- Formal wetland delineation has not occurred



US 6/Wadsworth
Assessment

Wildlife and Vegetation

- Project is located in a highly developed urban area
- Common urban wildlife species are likely to occur in the study area
 - Migratory birds may nest in the project area, although no nests were observed during field visit
 - Riparian areas will be subject to Senate Bill 40 requirements for construction
- Fish do not occur in drainages because gulches do not have permanent flow
- No habitat for U.S. Fish and Wildlife Service-listed threatened or endangered species occurring in Jefferson County



US 6/Wadsworth
Assessment

Resources to Analyze in EA

▪ Air Quality	▪ Noise
▪ Cumulative Impacts <ul style="list-style-type: none"> – Transportation – Community and Business Resources 	▪ Pedestrians and Bicyclists
▪ Floodplains	▪ Relocation/Right-of-Way
▪ Hazardous Materials/Wastes	▪ Socioeconomics
▪ Historic Properties	▪ Transportation
▪ Land Use	▪ Water Quality/Water Resources
	▪ Wetlands



US 6/Wadsworth
Assessment

Additional Information Needed

- Section 4(f) Historic Resources
- Environmental Justice



US 6/Wadsworth
Assessment

Questions?

- Please submit your comment form or other form of written comments by the end of the scoping period (August 31, 2007)
- Thank you for your participation
- We look forward to hearing from you
 - How can we help streamline your review of the milestones of the Environmental Assessment?
 - What additional transportation and environmental issues need to be considered to make the US 6 and Wadsworth project a success?



US 6/Wadsworth
Assessment

Discussion Topics

- Natural Environment
 - Floodplains
 - Hydraulics
 - Noxious Weeds
 - Stormwater
 - Threatened and Endangered Species
 - Vegetation
 - Water Quality
 - Wetlands
 - Wildlife / Fisheries



MS & Walworth
Assessment

Recap



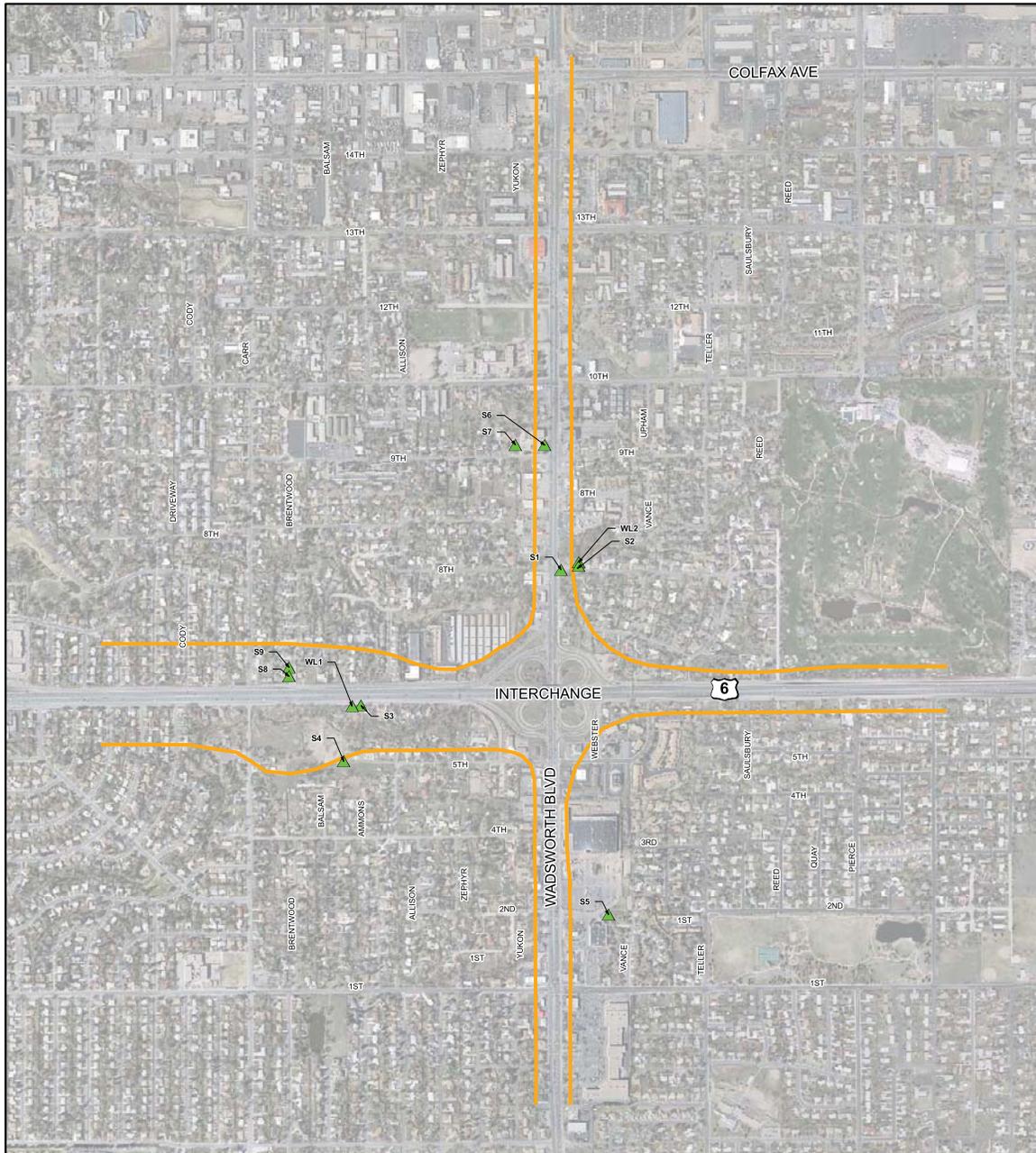
Project Issues



- 
Roadway and Bridge Issues
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- 
Drainage Issues
 This symbol indicates an area that has problems with drainage, flooding, or potential flooding.
- 
Traffic and Access Issues
 Traffic and access issues include congestion, inefficient traffic operations, uncontrolled center turn lanes, unrestricted driveway access, and poor mainline, weave, ramp, intersection, and cross street level of service.
- 
Safety Issues
 This symbol represents areas with frequent or severe crashes. Roadway deficiencies contribute to these conditions.
- 
Bicycle/Pedestrian Issues
 This symbol is located in areas where pedestrian and bicycle facilities are limited or non-existent. Barriers to pedestrian and bicycle travel also are shown with this symbol.



Existing Noise Contours (June 2007)



Legend

-  Noise Measurement Locations
-  Existing 66 dBA Noise Level Contours

US 6 and WADSWORTH ENVIRONMENTAL ASSESSMENT

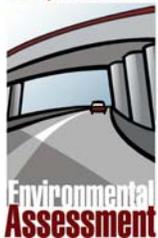
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TNM, Hankard Environmental Inc

MAP CREATED: 07-24-07

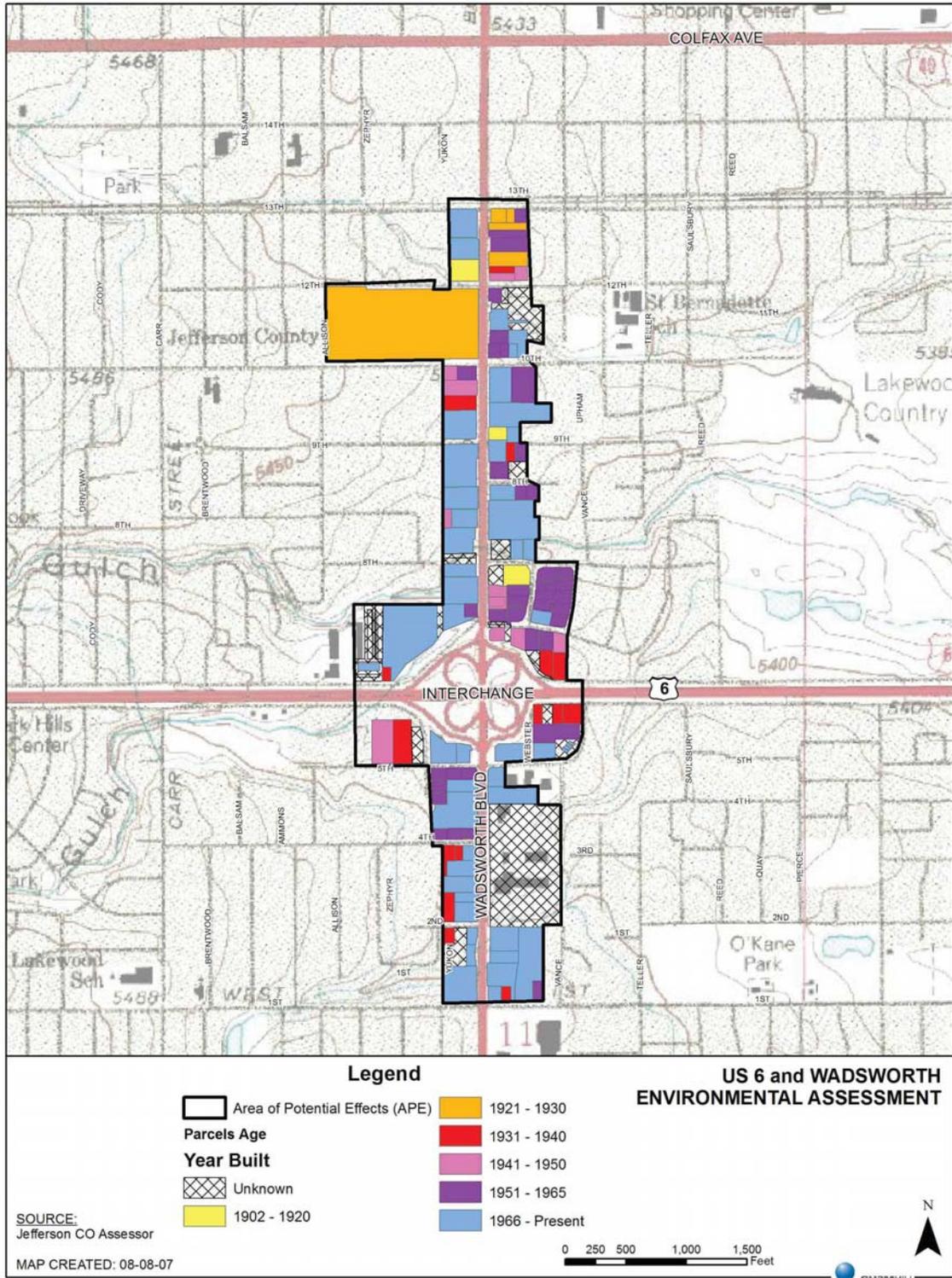
0 250 500 1,000 1,500
Feet



US 6/Wadsworth



Draft Area of Potential Effects



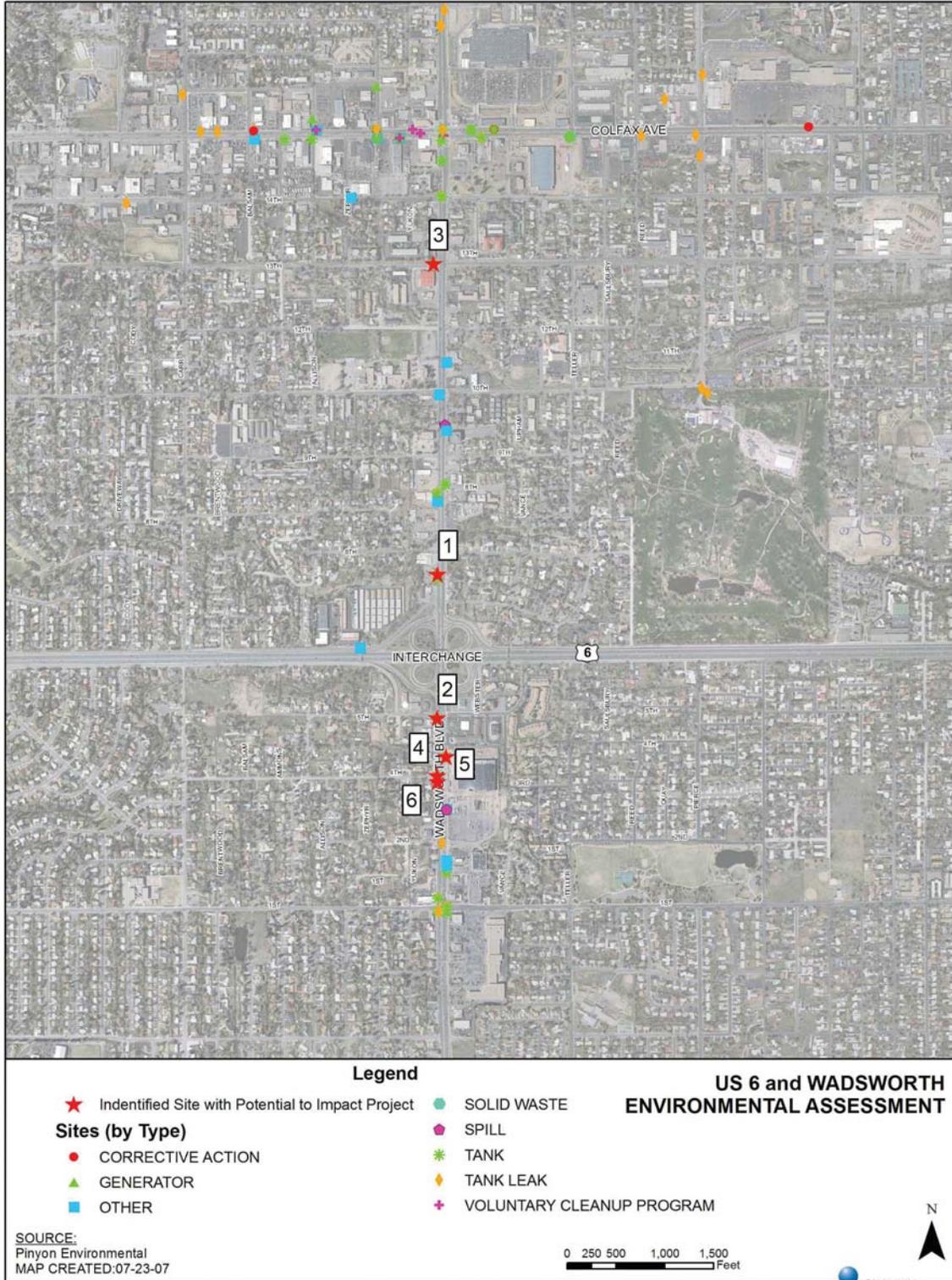
US 6/Wadsworth



Environmental Assessment



Hazardous Materials/Waste Sites



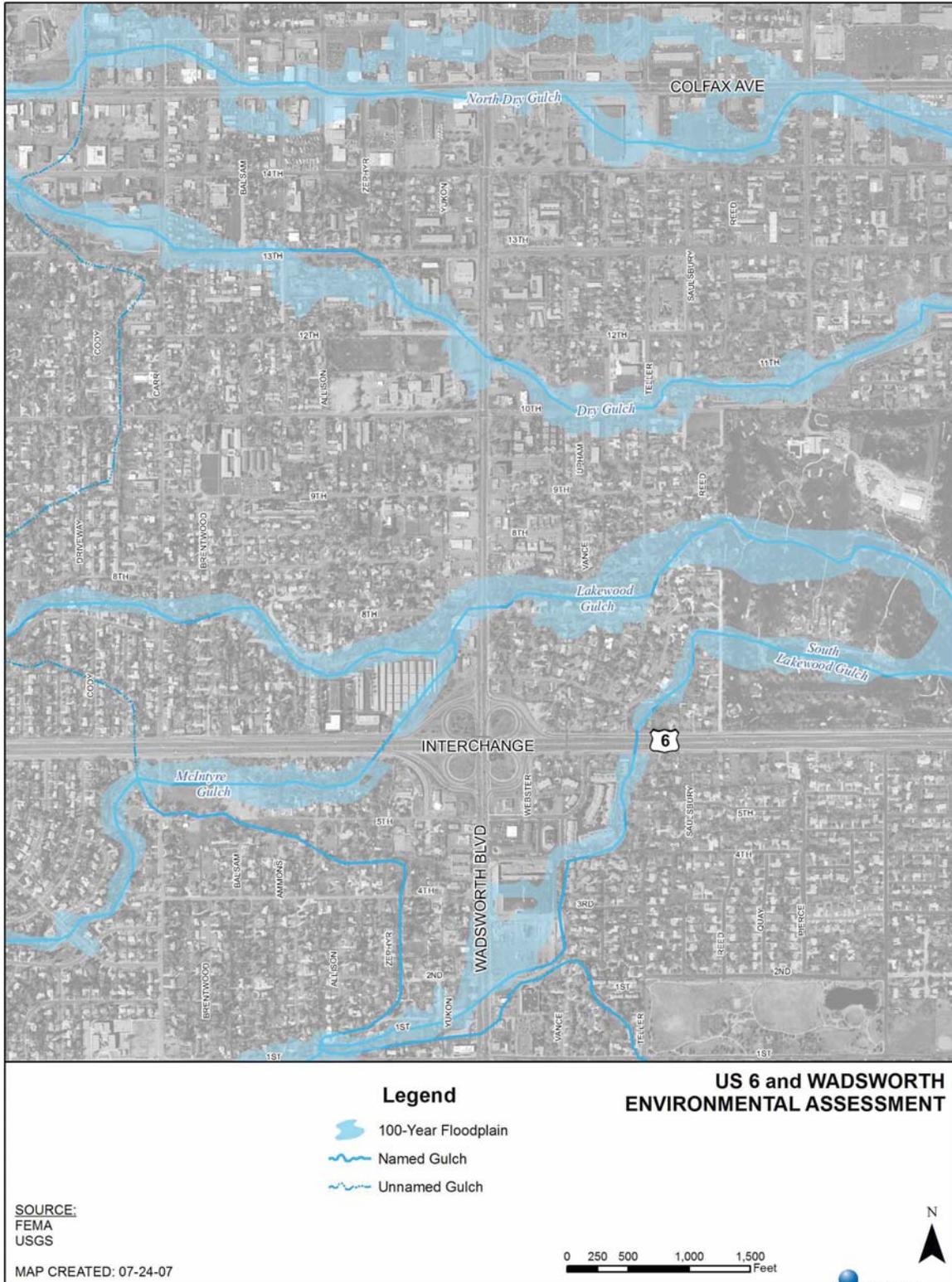
US 6/Wadsworth



Environmental Assessment



100-Year Floodplains



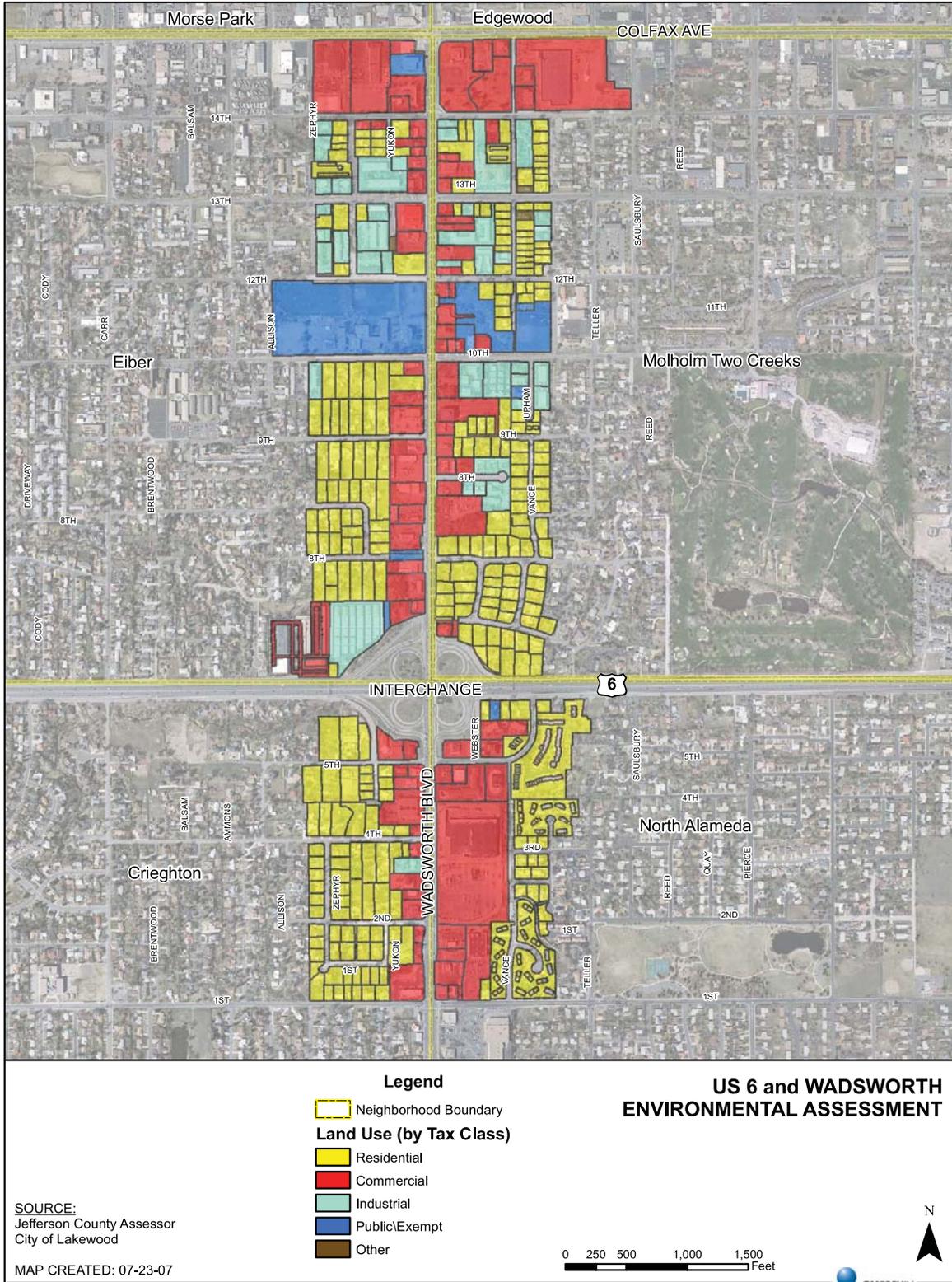
US 6/Wadsworth



Environmental Assessment



Land Use

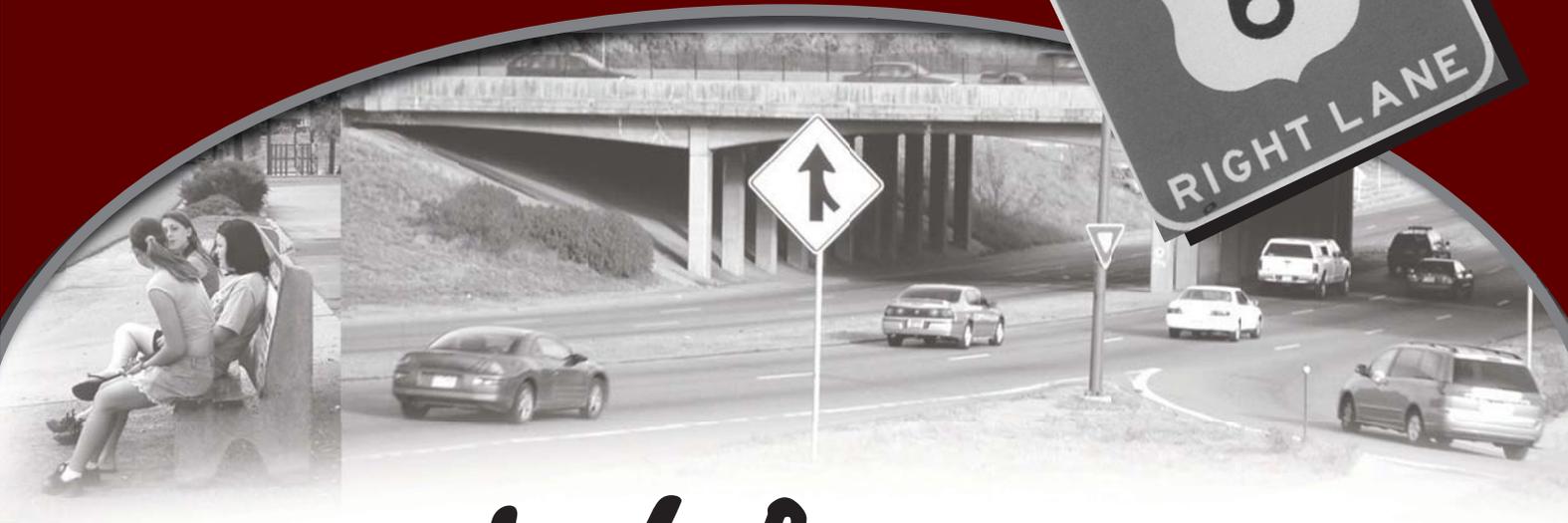


US 6/Wadsworth



Environmental Assessment





Welcome

to the
**US 6 and Wadsworth
Environmental Assessment
Agency Scoping Meeting**

August 16, 2007

US 6/Wadsworth



**Environmental
Assessment**

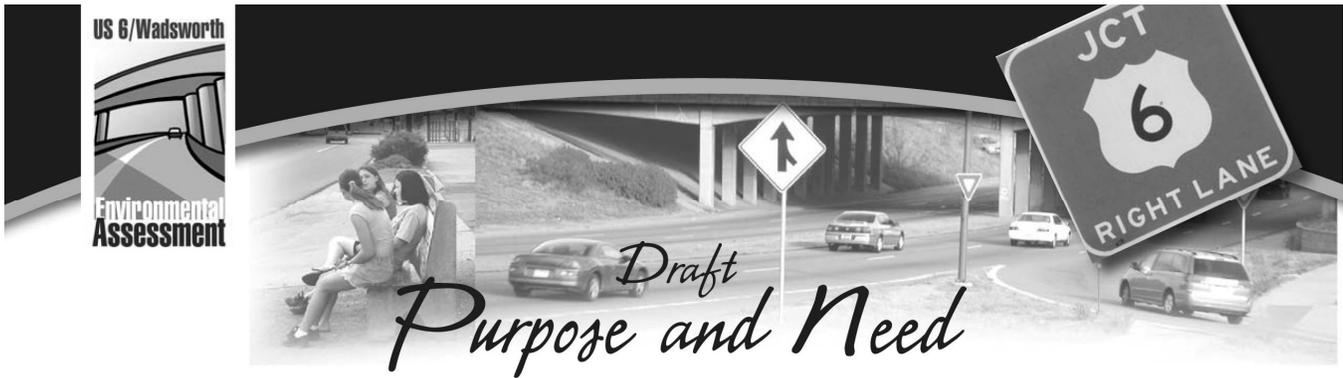




Scoping Summary Report

APPENDIX F

Agency Meeting Handouts



The purpose of the US 6 and Wadsworth Boulevard project is to improve safety and mobility for automobile, truck, transit, bicycle, and pedestrian travel at the interchange and along Wadsworth Boulevard between 3rd Avenue and 13th Avenue.

The need for improvements to the US 6 and Wadsworth Boulevard interchange as well as Wadsworth Boulevard between 3rd Avenue and 13th Avenue has been identified by local, regional, and statewide transportation planners. The City of Lakewood has identified this project as a high priority for the City. The project was added to the Denver Regional Council of Governments' (DRCOG) *2030 Metro Vision Regional Transportation Plan* and the long-range Statewide Transportation Plan as a project that should be completed within the next 20 years.

Some of the transportation needs associated with the US 6 and Wadsworth Boulevard interchange and Wadsworth Boulevard are described briefly below.

US 6 and Wadsworth Boulevard Interchange

The US 6 and Wadsworth Boulevard interchange was constructed in the early 1960s. In 1970, the center median of the original bridge was filled in to create two additional travel lanes in the center of US 6. Other upgrades have involved resurfacing, replacement of the original guardrails, and installation of jersey barriers in the center medians, but no major improvements have occurred. Although the interchange was adequate for traffic volumes nearly 50 years ago, it does not have the capacity to carry present or expected future volumes of traffic. The tight cloverleaf design of the interchange no longer meets current or future needs.

Improve Safety

- ◆ The City of Lakewood has prepared safety assessments identifying the US 6 and Wadsworth Boulevard interchange as a location with some of the highest frequency and severity of accidents within the City during 2001, 2003, 2004, and 2005. The tight ramp curves, inadequate sight distance, and high traffic volumes contribute to frequent rear-end collisions, crashes with fixed objects, and sideswipe incidents at this location.
- ◆ At the northeast quadrant of the interchange, the westbound frontage road intersects with the westbound US 6 off-ramp to northbound Wadsworth Boulevard. Drivers on both the frontage road and off-ramp do not expect to merge with other traffic, and the situation where the ramp and frontage road traffic merge violates driver expectancy and creates the potential for accidents.

Welcome to the US 6 / Wadsworth Boulevard Environmental Assessment Agency Scoping Meeting

Thursday, August 16, 2007
CDOT Headquarters, Shumate Building, Denver, Colorado

Purpose

The purpose of this meeting is to provide an overview of the planned scope for the US 6 and Wadsworth Boulevard Environmental Assessment (EA). The Existing Conditions Summary report provides information about the project, the purpose and need for the project, the environmental resources present in the study area, and proposed methodologies for environmental impact analysis for resources that could be affected by the project. The report was prepared to provide information about the study and elicit your comments and questions.

Agenda

Orientation – 15 minutes

Sign in, view display boards around the room, talk with staff about the study, and review the scoping information packet.

Presentation – 30 minutes

Presentation about the US 6 / Wadsworth EA

Questions and Comments – 45 minutes

Open comments and discussion

Submitting Comments

- Fill out a Comment Form and place it in the Comment Box located at the entrance, or hand it to one of the project team members.
- Mail your comment form or a separate letter to: US 6 / Wadsworth EA, c/o Colleen Kirby Roberts, CH2M HILL, 535 16th Street, Suite 800, Denver, CO, 80202.

We are particularly interested in your thoughts on

- the project purpose and need,
- proposed environmental impact methodologies, and
- any important issues we may have overlooked.

Also, we'd love to hear about any ideas you have for streamlining our agency coordination in the EA process.

The scoping period extends until August 31, 2007

Environmental Scopes and Methodologies (Reference Summary of Existing Conditions, Sections 3 & 4)

- I have reviewed the list of resources proposed for detailed analysis and agree / disagree (circle one) that the scope of analysis is appropriate.
- I have reviewed the proposed methodologies for environmental impact analysis and agree / disagree (circle one) that the methodologies are appropriate.

EA Streamlining Process

- What can CDOT do on this project to streamline your Agency’s participation in the EA?
 What do you see as your level of involvement: Review Final Documents Participate in Regular Meetings Other: _____

- What do you think about the streamlining techniques conducted for this project?
 Agency Partnering/Chartering: Useful Not useful Don’t Have an Opinion
 Summary of Existing Conditions Report: Useful Not useful Don’t Have an Opinion

Other Comment(s)

Keep Me on the Mailing List for Future Project Information

The best way to reach me is by: Letter Email Fax



US 6 and Wadsworth Boulevard Environmental Assessment Agency Scoping Meeting

August 16, 2007

CDOT Headquarters, Shumate Building, Denver



Welcome

The mission of the Colorado Department of Transportation (CDOT) is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.





Project Team

- **Project Sponsors**
 - Federal Highways Administration (FHWA)
 - CDOT
- **Cooperating Agencies**
 - Regional Transportation District (RTD)
- **Partnering Agencies**
 - City of Lakewood
- **Consultant**
 - CH2M HILL
 - Subconsultants



Agenda

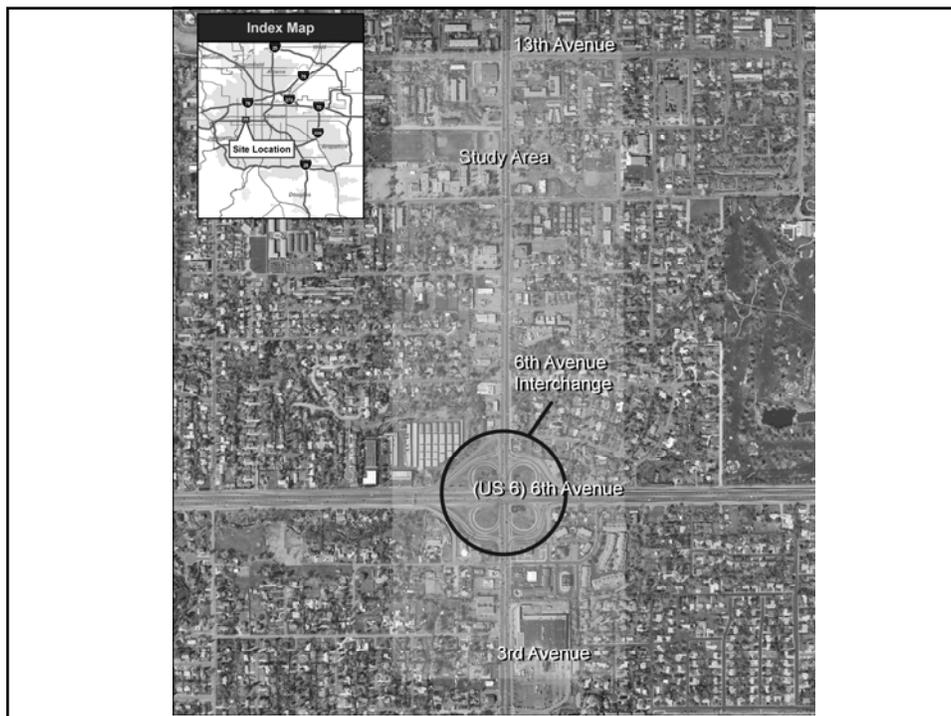
- Project Background
- Agency Review and EA Schedule
- Purpose and Need
- Environmental Resources
- Questions





Study Corridor

- Approximately 1-mile-long corridor within Lakewood, Colorado
- 500-foot corridor on either side of Wadsworth Boulevard centerline between 3rd and 13th avenues
- 500-foot corridor along each side of US 6 between approximately Broadview Drive to the east and Allison Street to the west
- Logical termini not yet finalized





Agency Review

- Scoping packets contain comment sheets for you to provide comments on the scope of the EA
- Of particular interest are:
 - Purpose and Need
 - Scope and Methodologies for Environmental Resources Impact Analysis
 - What are we missing?
 - Are there processes we should incorporate to streamline and focus the NEPA process?
- Scoping period ends on August 31, 2007



Schedule

- CDOT and FHWA have committed to complete the EA in 12 to 24 months
- Range in schedule depends on complexity of alternatives analysis
- EA project will incorporate streamlining techniques
 - Partnering among project proponents
 - Proactive agency coordination and continued involvement
 - Highly interactive public involvement program
 - Study what matters
 - Structured reviews of documentation
 - Other ideas? Feedback?





Project Purpose

Improve safety and mobility for automobile, truck, transit, bicycle, and pedestrian travel at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 3rd Avenue and 13th Avenue



Transportation Needs and Issues

- Corridor fly-through





Environmental Resources

- Early data collected to determine presence and context of environmental resources in the study area
- Study area is urban, and environmental resources are typical of those found in disturbed, urban areas
 - Human environmental issues are important
 - Natural areas are limited



Air Quality

- Attainment/maintenance area for PM₁₀, CO, and 1-hour O₃
- Potential for redesignation as nonattainment for O₃.
- Project included in conforming DRCOG 2030 Regional Transportation Plan, and project-level conformity analysis is not required
- Hot spot modeling may be required for localized CO and PM₁₀ emissions for select signalized intersection(s)



Archaeology

- Study area is developed, and most natural areas have been disturbed previously
- No significant archaeological properties identified in file search, and because of disturbance, intact resources are not likely to be found
- Additional archaeological investigation is not warranted or planned



Floodplains

- Five Federal Emergency Management Agency (FEMA)-regulated 100-year floodplains are located within the study area
 - Lakewood Gulch
 - South Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
 - North Dry Gulch
- US 6 does not appear to be within the 100-year floodplain but flow in McIntyre Gulch is constrained





Floodplains (cont.)

- Wadsworth Boulevard is in the 100-year floodplain in four locations, and flooding during a 100-year flood event would be expected at these locations:
 - 2nd Avenue
 - 8th Avenue
 - 11th Avenue
 - Colfax Avenue
- Several of the drainage facilities under Wadsworth Boulevard are substantially undersized
- City of Lakewood has identified periodic flooding at 8th and 11th avenues.



Hazardous Materials

- 68 sites near study area have been identified from file searches with potential hazardous waste concerns
- Six sites were determined to have potential to affect the project because
 - the database identified them as active sites with potential for contamination AND
 - groundwater flow could cause migration of contaminants into the study area.





Hazardous Materials (cont.)

- Sites of potential concern include:
 - Diamond Shamrock – leaking underground storage (LUST) site
 - Circle S Mini Mart/Boonshow Gas – LUST site
 - Western Convenience/Diamond Shamrock – LUST site
 - Wal-Mart site may have been a historical LUST site (incomplete information)
 - Merchants Oil/Bradley – LUST site
 - Grease Monkey/USA Auto Tech – was a former LUST site and contamination may have migrated to the study area



Historic Resources

- File search conducted with the Office of Archaeology and Historic Preservation (OAHP)
 - 118 recorded sites in the vicinity, and 19 within the boundary of the study area
 - Only one site within study area previously determined to be eligible for the National Register of Historic Places (NRHP)
 - Railroad remnants of the former Denver Intermountain Railroad
 - RTD West Corridor project has affected integrity of this resource



Historic Resources (cont.)

- Potential historic properties divided into 5 development zones:
 - Transportation development which includes automobile roadways and former railroad line along 13th Avenue
 - Non-transportation oriented landscape features (e.g., gulches and ditches)
 - Commercial corridor adjacent to Wadsworth Boulevard that includes developments that range from small "mom and pop" businesses to large, national retail chain stores
 - Jefferson County Open School complex of buildings
 - Residential development east and west of Wadsworth Boulevard and along US 6
- Area of Potential Effects encompasses first row of parcels adjacent to Wadsworth Boulevard and areas along the eastern quadrants of the interchange



Land Use

- Current land use is a mix of commercial, residential, and industrial uses
- No park or recreation resources in immediate study area
- Land Use along Wadsworth Boulevard is expected to undergo extensive change with new developments at Belmar and Creekside, and West Corridor light rail line and transit station along 13th Avenue
- City of Lakewood has approved higher-density zoning to support future development of the area



Noise

- Noise measurements were taken at two locations over a week-long period and at nine locations over 20 minute periods
- Measured loudest-hour noise levels range from 60 to 74 dBA, with loudest levels measured along US 6
- The 66-dBA noise level contour lies approximately 150 feet on either side of Wadsworth Boulevard, and encompasses the first row of commercial properties



Noise (cont.)

- West of the interchange, the predicted 66-dBA noise level contour lies approximately 350 to 650 feet on either side of US 6 and encompasses three to four rows of residential properties
- East end of the interchange (where noise walls are in place), the predicted 66-dBA noise contour lies approximately 180 feet on either side of US 6 and encompasses the first row of residences



Paleontology

- Study area is disturbed and unlikely to contain any intact important paleontological resources
- Project team will consult with CDOT to confirm that no further analysis of paleontological resources is required



Right of Way (ROW)

- ROW along Wadsworth Boulevard varies from 80 to 95 feet average width
 - Colfax Avenue to 10th Avenue: 80 feet
 - 10th Avenue Southern Quadrants: 90 feet
 - 10th Avenue to North Quadrants of 8th Avenue: 80 feet
 - 8th Avenue Southern Quadrants to 7th Avenue: 95 feet
 - 5th Avenue to 2nd Avenue: 85 feet
- ROW at the US 6 and Wadsworth Boulevard interchange is approximately 780 feet





Section 4(f) and 6(f) Resources

- No parks or wildlife areas that qualify as Section 4(f) resources
- No Section 6(f) resources in the study area
- Historic building survey will be conducted to identify any NRHP-eligible historic properties in study area
- If any NRHP-eligible properties require a transportation use, a Section 4(f) evaluation will be conducted



Socioeconomics and Community Resources

- Population is relatively stable but may increase with new, higher density zoning
- Large and small businesses, mostly retail and services oriented
- Four established neighborhoods with primarily single-family housing and some multi-family housing
- Transportation issues of great concern to neighborhoods
- Several schools in study area, including the Jefferson County Open School at Wadsworth Boulevard and 10th Ave.
- Emergency services include fire, police, and ambulance
- Existing RTD bus routes serve the area with transit use expected to increase with future West Corridor





Environmental Justice

- Low-income and minority populations were evaluated using CDOT's approved methodology for environmental justice analysis
 - No low-income populations
 - Higher than Lakewood average minority (mostly Hispanic) populations in some Census blocks
- School demographic information suggests higher minority and low-income populations than Census data
- Three of four neighborhoods in study area have lower median income than Lakewood average
- Additional outreach will be conducted to identify and reach out to minority and low-income populations



Visual/Aesthetic Considerations

- North-South Views along US 6 are limited
 - 65 mph speeds of the highway
 - Noise walls east of Wadsworth block views
- Visual resources along Wadsworth Boulevard corridor
 - Loosely defined streetscape of low-profile, sporadically spaced buildings
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Resources to Analyze in EA

- Air Quality
- Cumulative Impacts
 - Transportation
 - Community and Business Resources
- Floodplains
- Hazardous Materials/Wastes
- Historic Properties
- Land Use
- Noise
- Pedestrians and Bicyclists
- Relocation/Right-of-Way
- Socioeconomics
- Transportation
- Water Quality/Water Resources
- Wetlands



Additional Information Needed

- Section 4(f) Historic Resources
- Environmental Justice





Questions?

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- We look forward to hearing from you
 - How can we help streamline your review of the milestones of the Environmental Assessment?
 - What additional transportation and environmental issues need to be considered to make the US 6 and Wadsworth project a success?



Discussion Topics

- Social and Community Resources
 - Bicycles/Pedestrians
 - Cumulative Impacts
 - Environmental Justice
 - Land Use
 - Public Involvement
 - Right-of-Way
 - Socioeconomics
 - Visual/Aesthetic Considerations





Discussion Topics

■ Human and Built Environment

- Air Quality
- Archaeology
- Hazardous Materials
- Historic Resources
- Noise
- Paleontology
- Safety
- Section 4(f) / 6(f)
- Traffic



Discussion Topics

■ Natural Environment

- Floodplains
- Hydraulics
- Noxious Weeds
- Stormwater
- Threatened and Endangered Species
- Vegetation
- Water Quality
- Wetlands
- Wildlife / Fisheries





Recap





Scoping Summary Report

APPENDIX G

CDOT Scoping Checklist

**COLORADO DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL SCOPING FORM**

DATE _____
DOCUMENT TYPE _____

PROJECT _____

TOPICS	EXTENT OF STUDY REQUIRED				PREPARATION & COORDINATION REQUIREMENTS				EXTENT OF NARRATIVE REQUIRED				COMMENTS
	Complete Analysis Required	Short Analysis to Define Resources / Impacts	No Analysis Required	Analysis Already Completed	Work to be Done by Region Staff	Work to be Done by Central Staff	Work to be Done by Consultant	Outside Agency Concurrence or Approval Required	Complete Analysis / Documentation Included in Text	Summary of Analysis / Documentation Included in Text	Statement of No Involvement or No Impacts	Coordination Documents Included in Appendix	
Public Involvement													
Socio-Economics													
Environmental Justice													
Land Use													
Right of Way													
Traffic													
Accidents													
Air Quality													
Noise													
Hazardous Waste													
Farmlands													
Section 4(f) / 6(f)													
History													
Historic Bridge													
Archaeology													
Native American Consultation													
Paleontology													
Wildlife / Fisheries													
T or E Species													
Vegetation													
Noxious Weeds/Weed Management Plan													
Floodplains													
Hydraulics													
Wetlands													
404 Permit													
401 Certification													
Senate Bill 40													
Storm / Water Quality													
402 Construction													
402 Process/Dewater													
402 MS4													
Cumulative Impacts													
Other													

EPB Signature _____ EPB Signature _____ EPB Signature _____
 Reg Signature _____ Reg Signature _____ Reg Signature _____
 EPB Signature _____ Reg Signature _____



Scoping Summary Report

APPENDIX H

Public Scoping Meeting Presentation and Display Boards

Project Purpose

Improve safety and mobility for automobile, truck, transit, bicycle, and pedestrian travel at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 3rd Avenue and 13th Avenue.



US 6/Wadsworth



Environmental
Assessment



Key Decision Milestones



US 6/Wadsworth



Environmental
Assessment



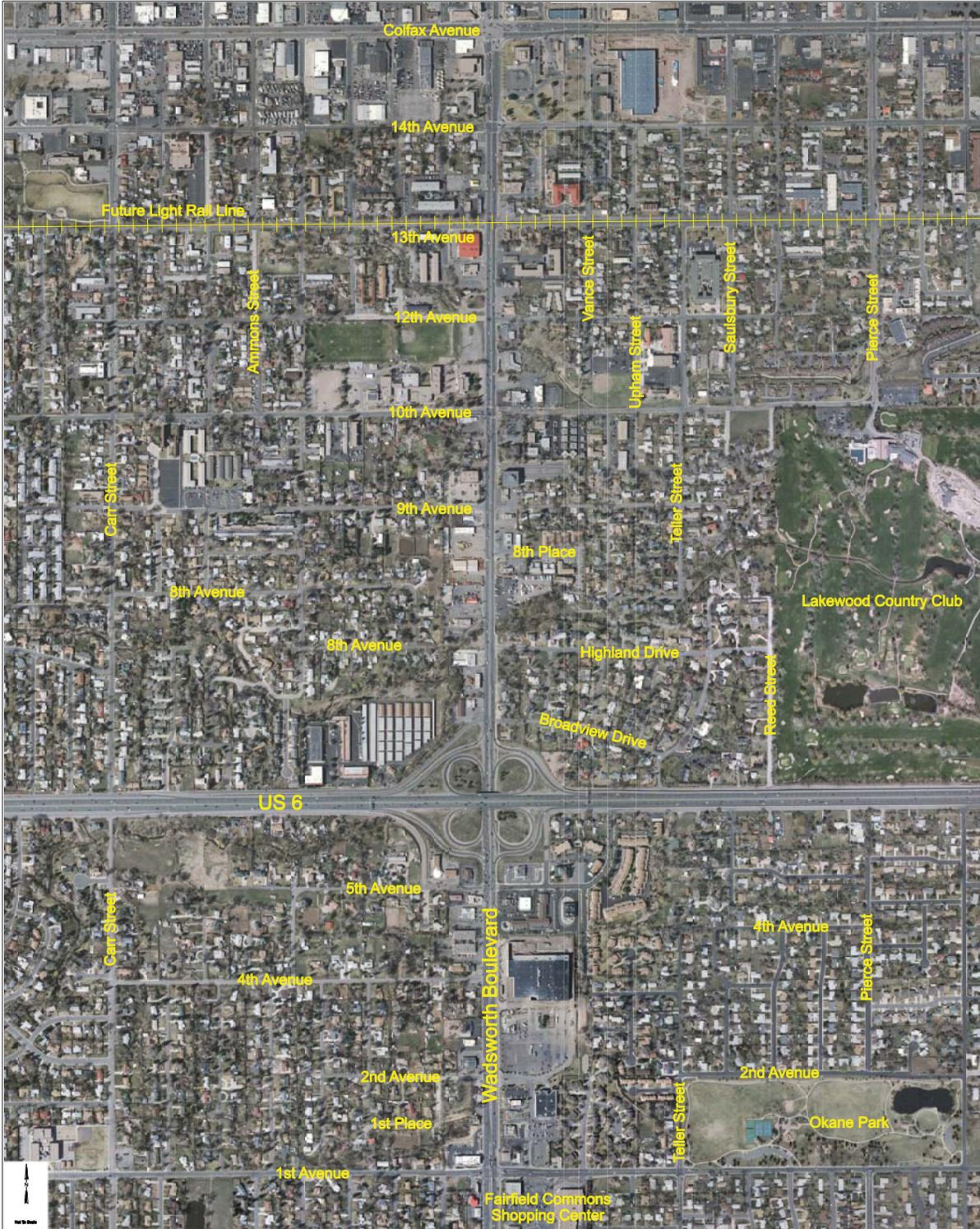
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Safety Issues
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- 
Bicycle/Pedestrian Issues
 This symbol is located in areas where pedestrian and bicycle facilities are limited or non-existent. Barriers to pedestrian and bicycle travel also are shown with this symbol.



Vicinity Map



US 6/Wadsworth



Environmental Assessment



LOS - Levels of Service

LOS is a qualitative measure describing traffic operational conditions. LOS is based on speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. In addition to travel volume, roadway LOS is affected by number of access points, lane width, number of lanes and percentage of large vehicles.

The conditions characterizing roadway LOS are:



- Best operating condition considered free-flow
- Users are unaffected by presence of others



- Reasonably free-flowing conditions
- Some influence by others



- Constrained constant flow below speed limits
- Additional attention required by drivers to maintain safe operations
- Comfort levels of driver decline noticeably



- Approaching unstable flow
- High passing demand, limited passing capacity
- An acceptable condition for arterial and collector roadways in the community



- Unstable flow near capacity
- LOS E often quickly changes to LOS F because of disturbances in traffic flow



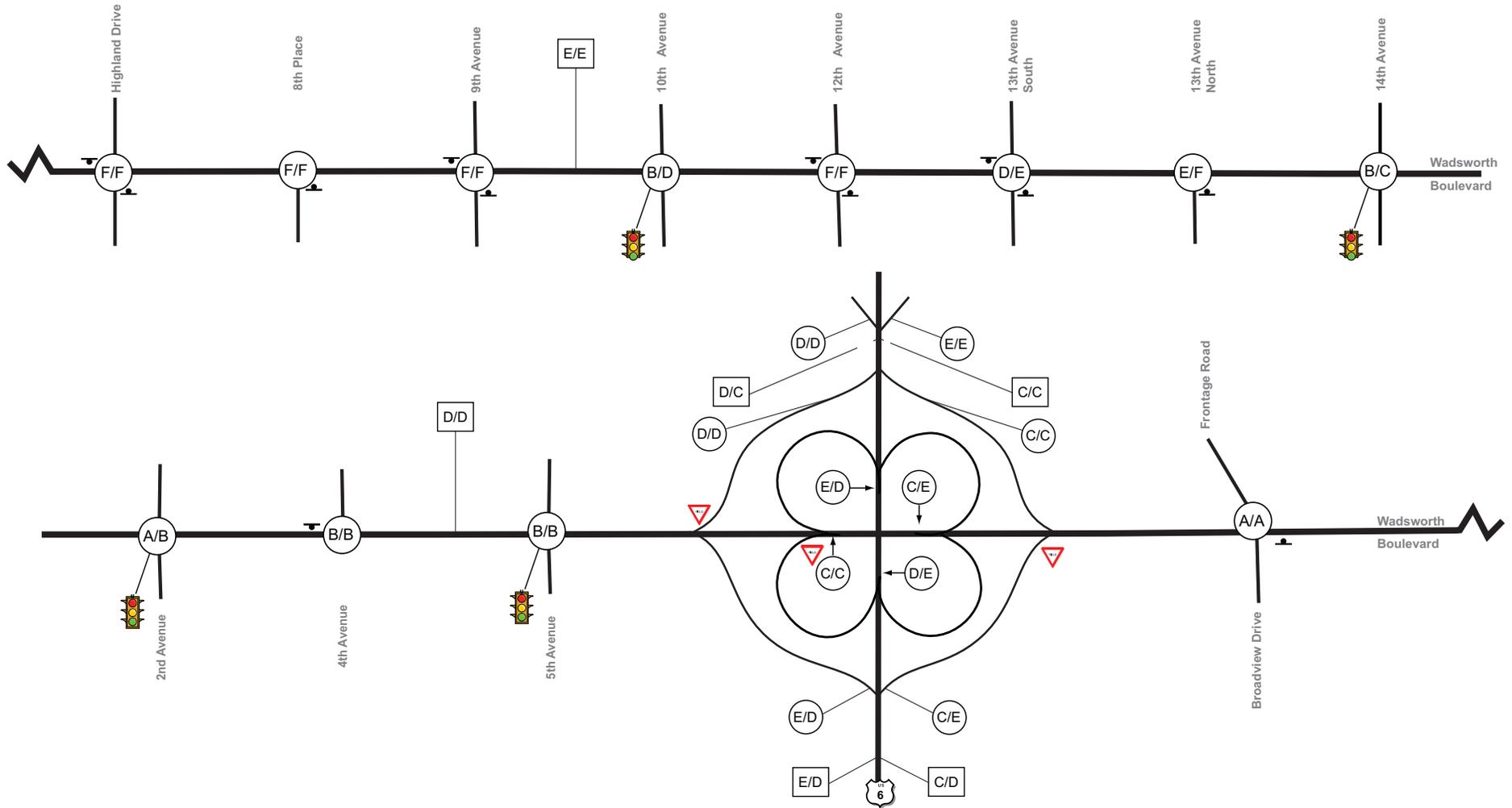
- Worst conditions with heavily congested flow, traffic demand exceeding capacity
- Poor travel time, low comfort and convenience

US 6/Wadsworth



Environmental Assessment

Existing Levels of Service (June 2007)



LEGEND

	Signal		E/F = Mainline Level of Service AM/PM
	Stop Sign		E/F = Intersection, Weave, or Ramp Level of Service AM/PM
	Yield Sign		



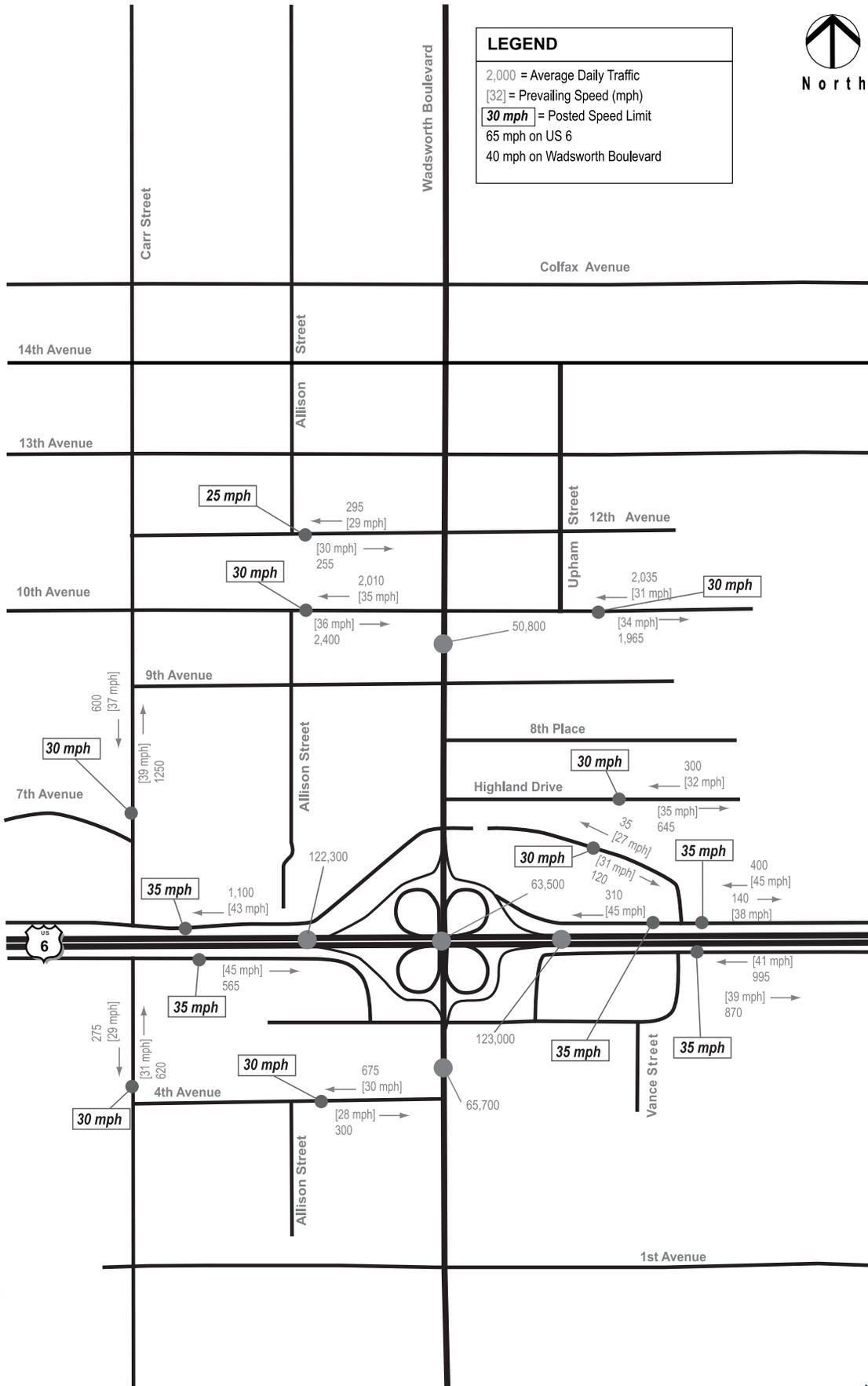
US 6/Wadsworth



Environmental Assessment



Neighborhood Traffic Counts and Speeds



US 6/Wadsworth

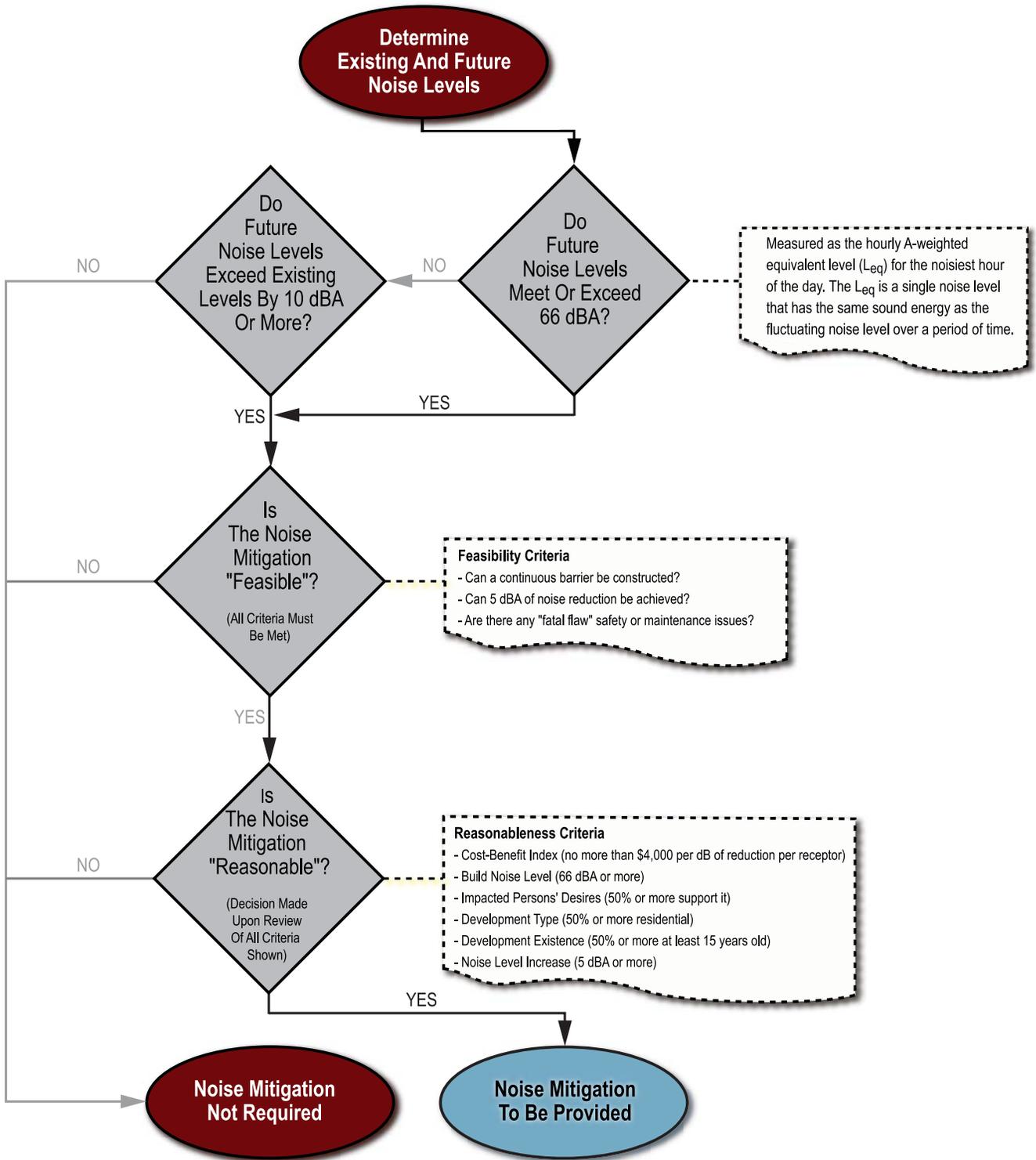


Environmental Assessment



CDOT Noise Analysis Procedure

Cdot Noise Analysis And Abatement Guidelines - December 1, 2002



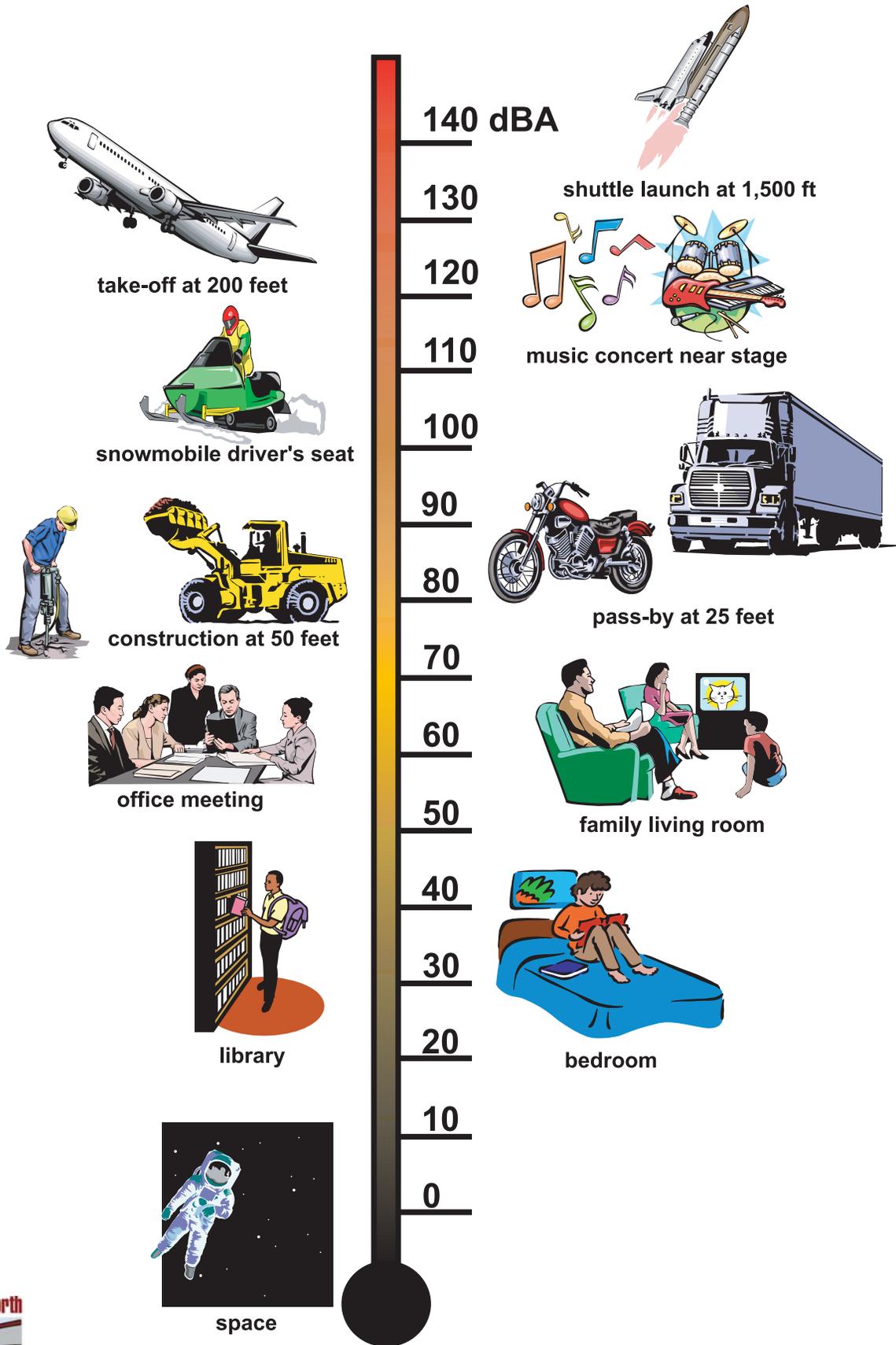
US 6/Wadsworth



Environmental Assessment



Sound Pressure Levels

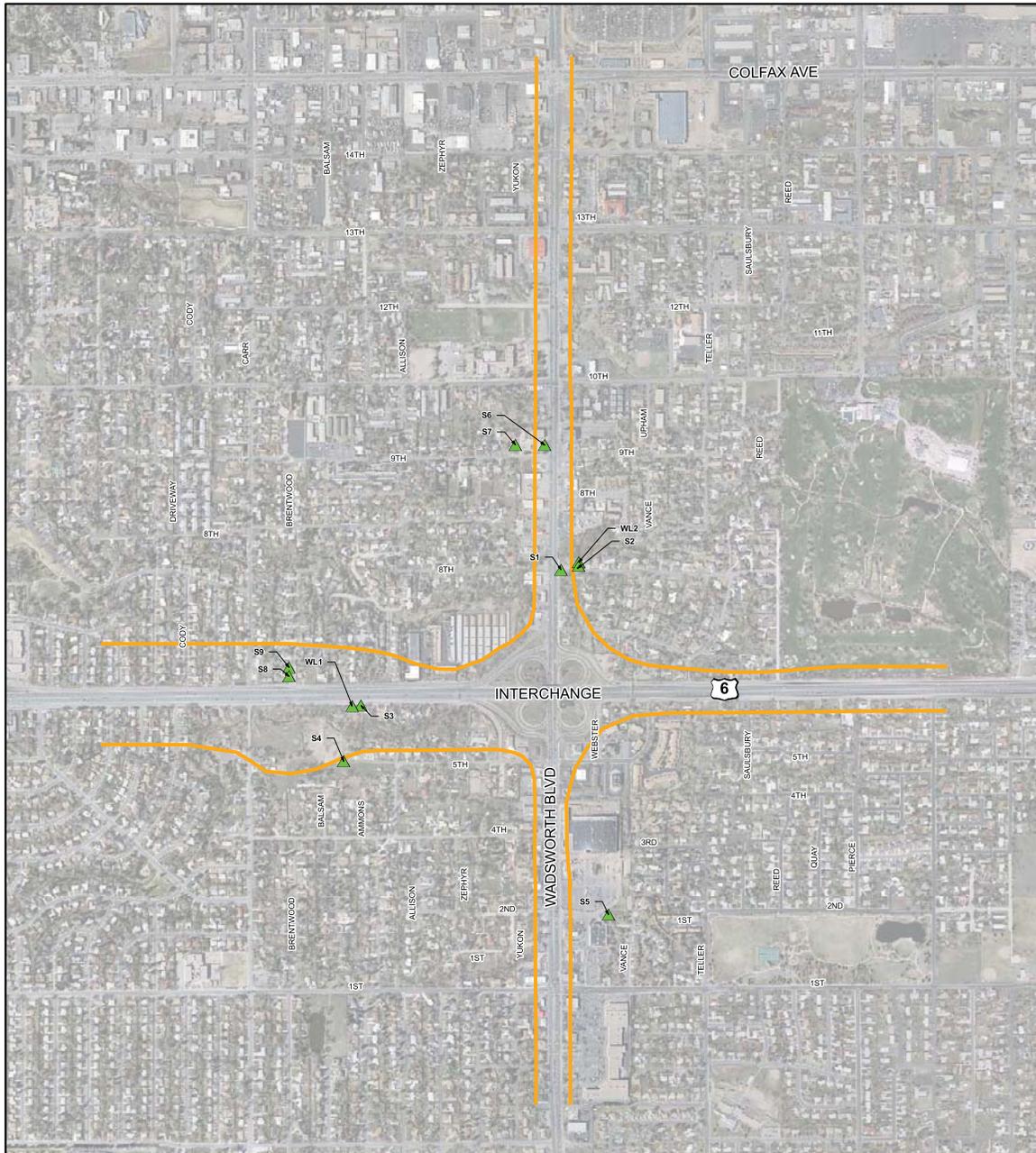


US 6/Wadsworth



Environmental Assessment

Existing Noise Contours (June 2007)



Legend

-  Noise Measurement Locations
-  Existing 66 dBA Noise Level Contours

US 6 and WADSWORTH ENVIRONMENTAL ASSESSMENT

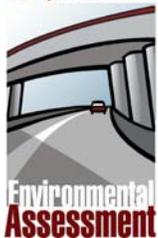
SOURCE:
TNM, Hankard Environmental Inc

MAP CREATED: 07-24-07

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US 6/Wadsworth



Environmental Resource Areas Considered

- Air Quality
- Archaeological Resources
- Energy
- Environmental Justice
(Low-Income or Minority Populations)
- Farmlands
- Floodplains
- Geology
- Hazardous Materials/Wastes
- Historic Properties
- Land Use
- Noise
- Noxious Weeds
- Paleontological Resources
- Relocation/Right-of-Way
- Pedestrians and Bicyclists
- Recreation
- Section 4(f) Resources
(Parks, Historic Properties, and Wildlife Refuges)
- Socioeconomics
- Soils
- Threatened or Endangered Species
- Transportation
- Vegetation
- Visual Quality / Aesthetics
- Water Quality/Water Resources
- Wetlands
- Wildlife and Fisheries

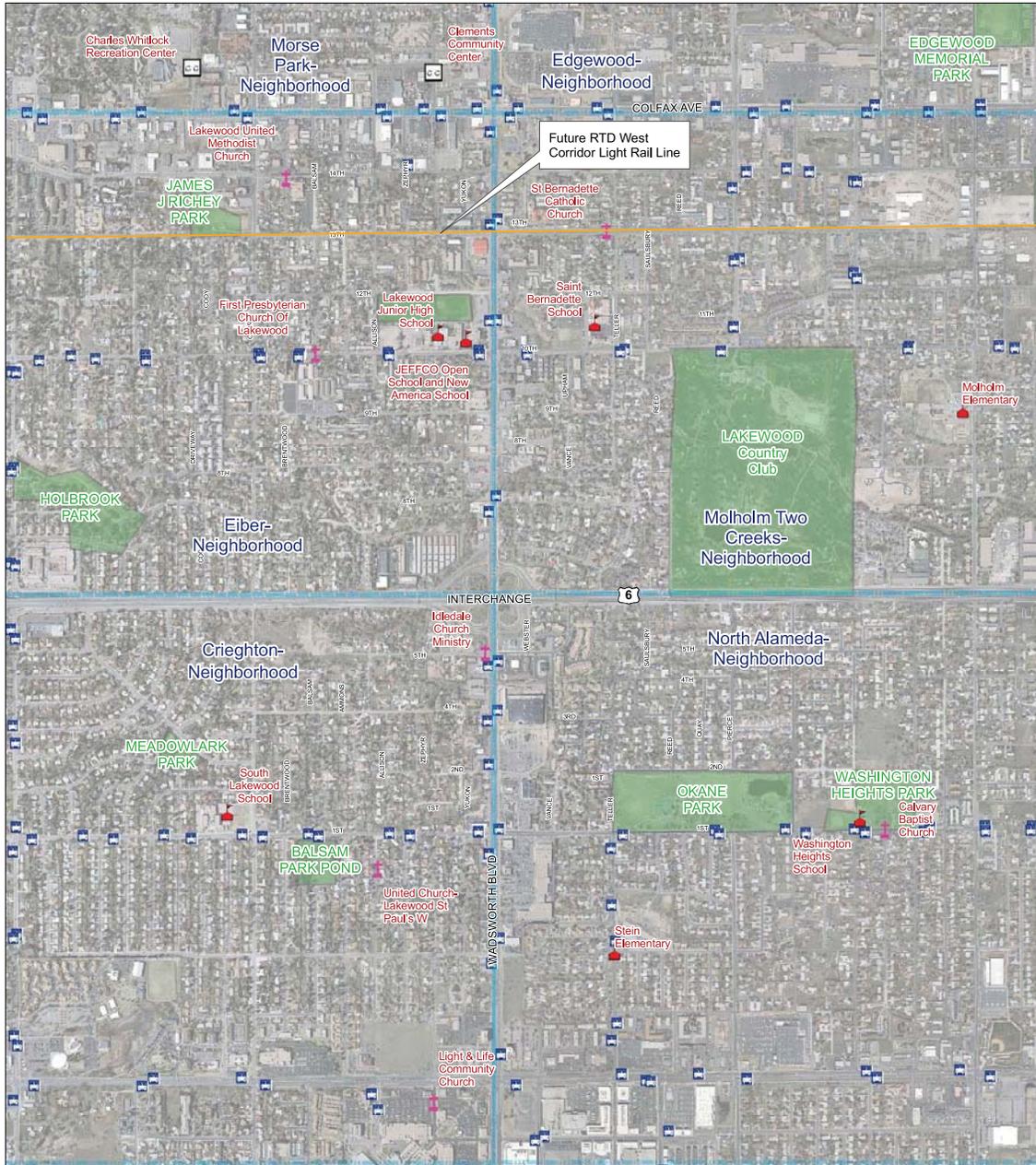
US 6/Wadsworth



Environmental
Assessment



Community Resources



Legend

Community Resources

- Church
- Community Center
- School
- Bus Stops
- Neighborhood Boundary
- Parks/Golf Course

**US 6 and WADSWORTH
ENVIRONMENTAL ASSESSMENT**

SOURCE:
ESRI BASEMAP DATA

MAP CREATED: 08-20-07

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CH2MHILL

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US 6/Wadsworth



**Environmental
Assessment**



**US 6 and Wadsworth
Environmental Assessment
Public Scoping Meeting**

August 21, 2007
Clements Community Center, Lakewood

Welcome

The mission of the Colorado Department of Transportation (CDOT) is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.



Project Participants

Sponsoring Agencies

 Colorado Department of Transportation
 Federal Highway Administration

Cooperating Agency


Partnering Agency
 City of Lakewood

Consultant Team
 CH2MHILL
and subconsultants

Agenda

- Public scoping meeting format
- Project background and purpose
- Transportation issues
- National Environmental Policy Act (NEPA) process
 - Key decision milestones
 - Scoping process
 - Environmental resources

Scoping Meeting Format

- Presentation of study overview
- Open house information stations
- Information packets
- Tonight's goals:
 - Inform stakeholders of NEPA process
 - Collect stakeholder input on important issues

Information Packets

- Project Fact Sheet
- Information Sheets
 - Environmental Assessment Process
 - Study Schedule
 - Draft Purpose and Need
 - Noise
 - Environmental Resources
- Frequently Asked Questions
- Comment and Mailing List Form

Study Area

US 6
Wadsworth Boulevard
Study Corridor

Project Purpose

Improve safety and mobility for automobile, truck, transit, bicycle, and pedestrian travel at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 3rd Avenue and 13th Avenue.

Transportation Needs and Issues

- Corridor fly-through

Project Schedule

- Typical CDOT Project Development Phases
 - Planning: varies
 - **Environmental Assessment (EA): 1 – 2 years**
 - Final Design: 6 – 12 months
 - Construction: 1 – 2 years
- **US 6 / Wadsworth Study**
 - Pilot streamlining project
 - Priority project for CDOT and City of Lakewood
 - Opportunity for additional funding support

Essential Elements of National Environmental Policy Act (NEPA)

- Scoping
- Purpose and Need
- Alternatives Analysis
- Identifying Impacts
- Determining Mitigation
- Documenting

Key Decision Milestones

We are Here

US 6 Wadsworth
Assessment

Scoping

- Early involvement with interested public and affected agencies
- Invite participation
- Determine the scope of the study
- Identify important vs. minor issues



US 6 Wadsworth
Assessment

Environmental Resources

- Early data collected to determine presence and context of environmental resources in the study area
- Study area is urban, and environmental resources are typical of those found in disturbed, urban areas
 - Human resources are important
 - Natural areas are limited



US 6 Wadsworth
Assessment

Resources Analyzed

▪ Air Quality	▪ Pedestrians and Bicyclists
▪ Archaeological Resources	▪ Recreation
▪ Energy	▪ Relocation / Right-of-Way
▪ Environmental Justice (Low-Income or Minority Populations)	▪ Section 4(f) Resources (Parks, Historic Properties, and Wildlife Refuges)
▪ Farmlands	▪ Socioeconomics
▪ Floodplains	▪ Soils
▪ Geology	▪ Threatened or Endangered Species
▪ Hazardous Materials	▪ Transportation
▪ Historic Properties	▪ Vegetation
▪ Land Use	▪ Visual Quality / Aesthetics
▪ Noise	▪ Water Quality / Water Resources
▪ Noxious Weeds	▪ Wetlands
▪ Paleontological Resources	▪ Wildlife and Fisheries



US 6 Wadsworth
Assessment

Questions and Comments

- Scoping packets contain comment sheets for you to provide comments on the scope of the EA
- Of particular interest are:
 - Purpose and Need
 - Issues important to you
 - Community groups and resources
 - What are we missing?
- Scoping period extends to August 31, 2007; public involvement will continue throughout study

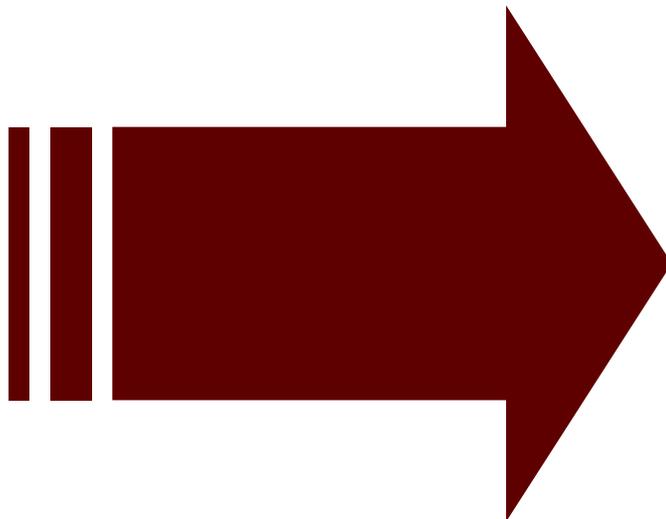
Visit www.US6Wadsworth.com





US 6 and Wadsworth Environmental Assessment Public Scoping Meeting

Lakewood Room





Welcome

to the
**US 6 and Wadsworth
Environmental Assessment
Public Scoping Meeting**

**August 21, 2007
Clements Community Center, Lakewood**

US 6/Wadsworth



**Environmental
Assessment**





Scoping Summary Report

APPENDIX I

Public Meeting Handouts

US 6/Wadsworth



INFORMATION PACKET

US 6 and Wadsworth Boulevard
Environmental Assessment

Public Scoping Meeting
Clements Community Center
Lakewood, Colorado

August 21, 2007

Welcome to the US 6 and Wadsworth Boulevard Environmental Assessment Public Scoping Meeting

Tuesday, August 21, 2007
Clements Community Center, Lakewood, Colorado

Tonight's Purpose

Scoping is a public process used to identify environmental issues that need to be studied and to help define the purpose and need for the project. Members of the public have been invited to tonight's meeting to learn about the US 6 and Wadsworth Boulevard Environmental Assessment (EA) study, and to provide input on the issues to be covered in the study.

This scoping packet is designed to provide information about the study and elicit comments and questions from meeting attendees. The materials enclosed in this scoping packet include:

- Project Fact Sheet
- Environmental Assessment Process information
- Study Schedule information
- Purpose and Need information
- Noise information
- Environmental Resources information
- Frequently Asked Questions about the study
- Comment and Mailing List Form

Tonight's Agenda

4:00 p.m. to 8:00 p.m. – Sign-In and Public Open House

Please view display boards around the room, talk with staff about the study, and review the scoping information packet.

5:00 p.m. and 7:00 p.m. – Informational Presentations

Please take a seat to listen to a presentation about the US 6 and Wadsworth study. These will be duplicate presentations, with the same information presented each time.

Three Ways to Submit Comments

- Fill out the Comment Form at the back of this packet and place it in the comment box located at the Comments Table. Additional Comment Forms may also be found at the Comments Table.
- Mail your comments to the address located on the back of the Comment Form: US 6 / Wadsworth EA, c/o Colleen Kirby Roberts, CH2M HILL, 535 16th Street, Suite 800, Denver, CO, 80202.
- Submit comments via the project website at www.US6Wadsworth.com.

The scoping comment period extends until August 31, 2007



Project Facts

Improve mobility, access, and safety at the US 6 and Wadsworth Boulevard Interchange – the “gateway” to Lakewood

The Colorado Department of Transportation is beginning data collection for the US 6 and Wadsworth Boulevard Environmental Assessment. The Environmental Assessment will study possible improvements to the US 6 (6th Avenue) and Wadsworth Boulevard Interchange and to Wadsworth Boulevard from approximately 3rd Avenue to 13th Avenue, as shown. A “No Action” Alternative - which would not provide any transportation improvements - will also be considered.

The Environmental Assessment is being prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969. The NEPA process requires agencies proposing federally-funded transportation projects to integrate environmental values into the planning process, evaluate potential adverse and beneficial impacts of the proposed project, and consider mitigation measures that can avoid or minimize adverse environmental impacts. The NEPA process also considers the social and transportation needs of the public.

Transportation projects typically involve a high level of public involvement and outreach. CDOT will actively seek input from agencies, businesses, residents, and stakeholders along the Wadsworth Boulevard corridor study area as the study progresses. Detailed information will be provided to the public in the coming months. CH2M HILL is the consultant firm contracted by CDOT to conduct the Environmental Assessment and associated technical studies.

Study Area



Quick Facts:

Start Date: April 2007
Completion of EA:
 Estimated 18 - 24 months
Project Website:
www.US6Wadsworth.com

Contacts:

Colleen Kirby Roberts - Primary Contact
 CH2M HILL Public Involvement Coordinator
 303.573.5385, Ext. 205

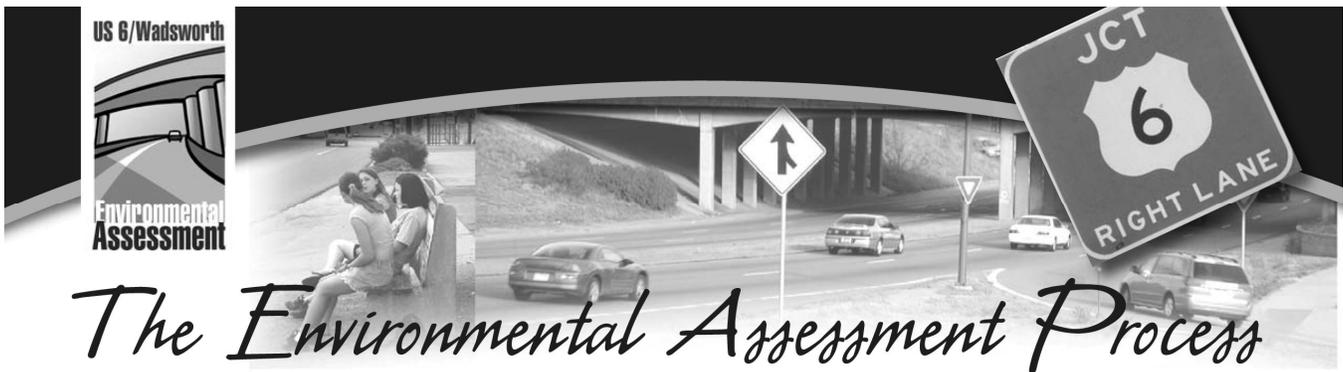
Seyed Kalantar, PE, CDOT Project Manager
 720.497.6955

Kirk Webb, CDOT Environmental Manager
 303.757.9826

Tim Eversoll, PE, CH2M HILL Project Manager
 720.286.5137

Mandy Whorton, CH2M HILL Environmental Manager
 720.286.5239





For federally-funded transportation projects, the National Environmental Policy Act (NEPA) requires that the environmental impacts of the proposed action be analyzed. This type of study is required before federal funds can be committed to the project. The Federal Highway Administration (FHWA) is the lead federal agency on the US 6 and Wadsworth Boulevard Interchange Environmental Assessment.

Essential Elements of NEPA:

- **Public & Agency Scoping**
- **Purpose & Need**
- **Alternatives Development**
- **Assess Impacts**
- **Determine Mitigation**
- **Prepare Environmental Assessment**
- **Decision Document**

Public & Agency Scoping: This is a public process used to identify environmental issues that need to be studied and to help define the purpose and need for the project.

Purpose & Need: The project purpose and need identifies the transportation problems and other needs that the project is intended to address. It is defined through information gathered during scoping meetings and data collection activities.

Alternatives Development: A range of alternatives will be developed for the design of the US 6 and Wadsworth Boulevard interchange and Wadsworth Boulevard from approximately 3rd Avenue to 13th Avenue. A "No Action" Alternative – which would not provide any transportation improvements – will also be considered. The range of alternatives will then be screened to eliminate alternatives that aren't reasonable, feasible, or that don't meet the project purpose and need.

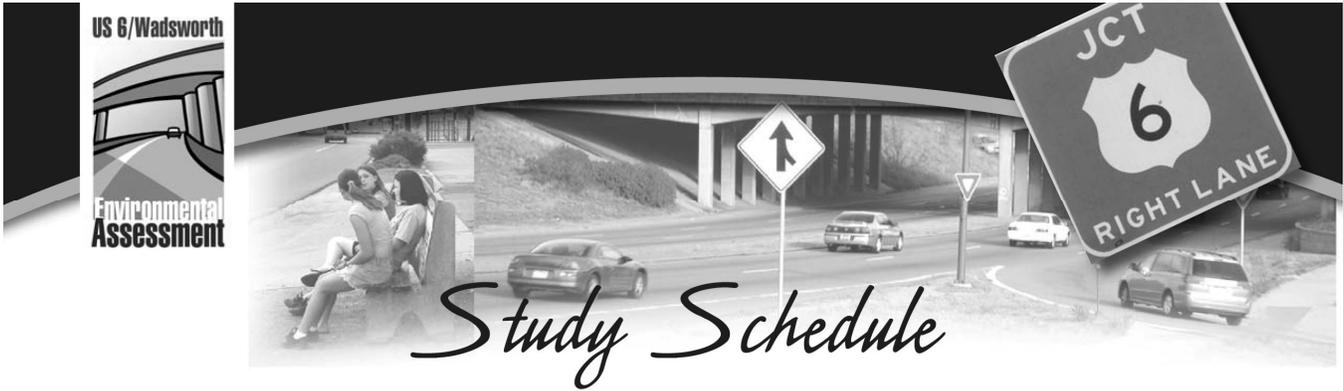
Assess Impacts: Transportation, social, and environmental impacts of the remaining alternatives are studied and documented in the Environmental Assessment.

Determine Mitigation: Mitigation measures are developed to avoid or minimize adverse impacts.

Prepare Environmental Assessment: Once impacts are analyzed and mitigation measures are identified, the Environmental Assessment is written and published for review by the public and agencies.

Public & Agency Review: The project team takes comments from the public and agencies during the review period. A public hearing is held to present the information and take formal comments on the document.

Decision Document: After receiving public and agency comments on the Environmental Assessment, FHWA issues a decision document. This document records the decision made by FHWA on the project and, if a construction project is identified, commits to mitigation of impacts.

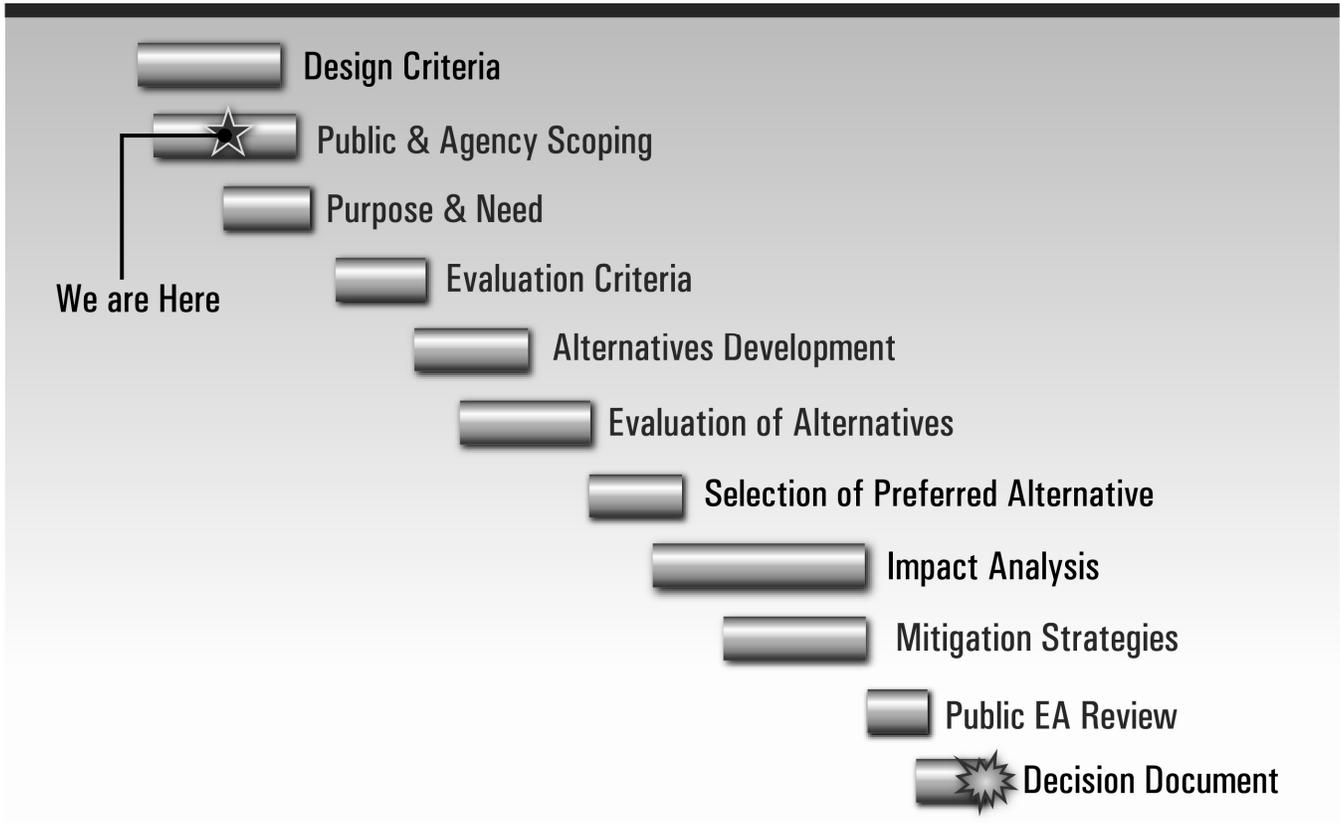


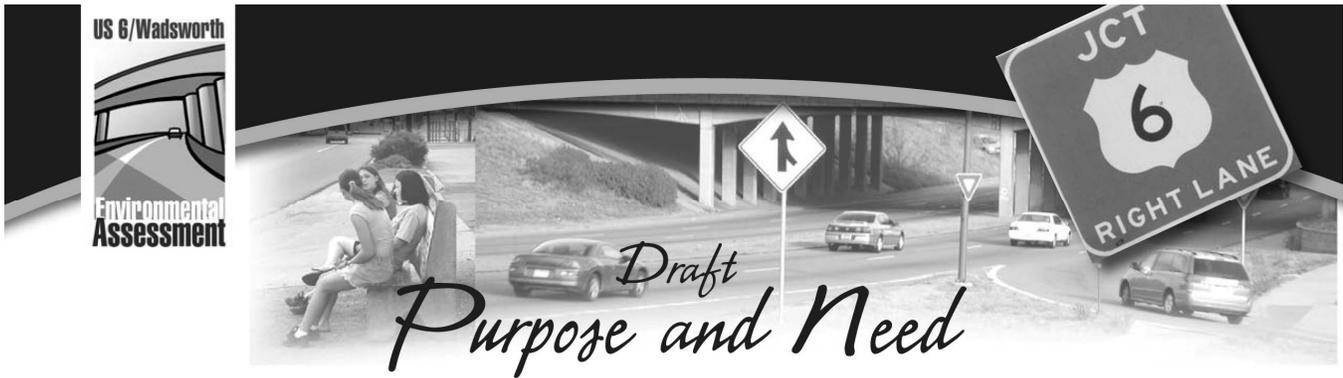
The US 6 and Wadsworth Boulevard study was initiated in spring 2007. It is expected to take about 18 to 24 months to complete. If a construction project is identified at the end of the study, the project would then proceed into final design and construction. Final design typically takes 6 to 12 months to complete, and construction typically takes one to two years.

The US 6 and Wadsworth study is a priority study for CDOT and the City of Lakewood. The study is following an accelerated schedule to reach a decision document quickly. Techniques used to accelerate the schedule include partnering among CDOT, FHWA, the City of Lakewood, and RTD; a highly interactive public involvement program; proactive coordination with local, state, and federal agencies; and focusing the study on issues that matter most.

The project will follow the process shown below.

Key Decision Milestones





The purpose of the US 6 and Wadsworth Boulevard project is to improve safety and mobility for automobile, truck, transit, bicycle, and pedestrian travel at the interchange and along Wadsworth Boulevard between 3rd Avenue and 13th Avenue.

The need for improvements to the US 6 and Wadsworth Boulevard interchange as well as Wadsworth Boulevard between 3rd Avenue and 13th Avenue has been identified by local, regional, and statewide transportation planners. The City of Lakewood has identified this project as a high priority for the City. The project was added to the Denver Regional Council of Governments' (DRCOG) *2030 Metro Vision Regional Transportation Plan* and the long-range Statewide Transportation Plan as a project that should be completed within the next 20 years.

Some of the transportation needs associated with the US 6 and Wadsworth Boulevard interchange and Wadsworth Boulevard are described briefly below.

US 6 and Wadsworth Boulevard Interchange

The US 6 and Wadsworth Boulevard interchange was constructed in the early 1960s. In 1970, the center median of the original bridge was filled in to create two additional travel lanes in the center of US 6. Other upgrades have involved resurfacing, replacement of the original guardrails, and installation of jersey barriers in the center medians, but no major improvements have occurred. Although the interchange was adequate for traffic volumes nearly 50 years ago, it does not have the capacity to carry present or expected future volumes of traffic. The tight cloverleaf design of the interchange no longer meets current or future needs.

Improve Safety

- ◆ The City of Lakewood has prepared safety assessments identifying the US 6 and Wadsworth Boulevard interchange as a location with some of the highest frequency and severity of accidents within the City during 2001, 2003, 2004, and 2005. The tight ramp curves, inadequate sight distance, and high traffic volumes contribute to frequent rear-end collisions, crashes with fixed objects, and sideswipe incidents at this location.
- ◆ At the northeast quadrant of the interchange, the westbound frontage road intersects with the westbound US 6 off-ramp to northbound Wadsworth Boulevard. Drivers on both the frontage road and off-ramp do not expect to merge with other traffic, and the situation where the ramp and frontage road traffic merge violates driver expectancy and creates the potential for accidents.



- ◆ The US 6 and Wadsworth Boulevard cloverleaf interchange consists of ramps with tight curves that require drivers to slow down to negotiate curves and then accelerate to enter the high-speed freeway. The acceleration lanes are too short to accelerate to the posted speed of 65 mph on US 6, and the high volume of traffic on US 6 does not provide adequate gaps for cars to enter the highway. The deceleration lanes are also too short to negotiate the curves of the off-ramps. The speed conflicts increase the potential for accidents, particularly sideswipes on the on-ramps and rear-end collisions on the off-ramps.
- ◆ There is a conflict between drivers entering and exiting the highway across the loop-ramp connections because of the short distance available to make those maneuvers. This conflict is exacerbated by the variable speeds of surrounding traffic. This situation presents a particular challenge to drivers unfamiliar with the interchange.
- ◆ CDOT routinely assigns Bridge Sufficiency Ratings to bridges on State highways. The US 6 and Wadsworth Boulevard bridge is rated as structurally deficient because of its poor deck condition. This rating means that the bridge is in an advanced stage of deterioration, which makes it eligible for federal funds for replacement or rehabilitation.

Improve Mobility

- ◆ Due to high traffic volumes, the ramps at the interchange are highly congested during peak periods. West of the interchange, the on- and off-ramps for Carr/Garrison streets are also highly congested and closely spaced to the Wadsworth Boulevard interchange. Inadequate acceleration or deceleration lengths contribute to congestion at all of these locations.
- ◆ Both US 6 and Wadsworth Boulevard are designated by the Colorado Department of Transportation (CDOT) as truck routes. The tight curves and constrained ramp geometry of the interchange ramps do not adequately provide for the turning maneuvers of today's larger trucks.

Wadsworth Boulevard

Wadsworth Boulevard is classified as an urban principal arterial, and it is the only continuous north-south travel route through the west Denver metro area. In the project area, Wadsworth Boulevard consists of four travel lanes, two in each direction, and side-by-side, continuous left-turns lanes in the center of the roadway. There are three signalized and seven non-signalized intersections and numerous uncontrolled driveway accesses in the project area. Commercial businesses and a few residences front Wadsworth Boulevard, and established residential neighborhoods are located east and west of Wadsworth Boulevard beyond the commercial businesses.

Improve Safety

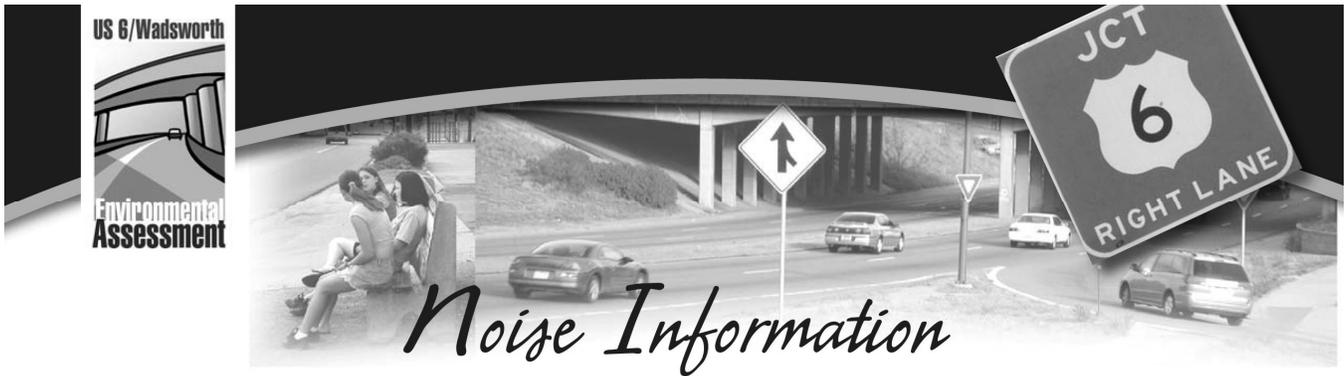
- ◆ CDOT safety assessments indicate that total accidents along this segment of Wadsworth Boulevard in the study area are at least 25 percent higher than statewide averages for similarly classified roadways.



- ◆ Four of five major drainage structures in the project area are undersized, resulting in flooding of the roadways and/or surrounding properties. Based on Federal Emergency Management Agency Flood Insurance Rate Maps, Wadsworth Boulevard would experience substantial flooding or overtopping at Second Avenue, Highland Drive, and 12th Avenue during a 100-year flood event and possibly even during lesser storm events. The drainage structures are in fair condition but are also beginning to reach the end of their design life (50 years).
- ◆ Bicycle and pedestrian facilities in the study area are non-existent or limited and do not meet safety design standards. There is no space along Wadsworth Boulevard to provide for the safe movement of bicyclists riding in the street. The interchange area presents a particular challenge because the high-volume, free-flowing traffic at ramps does not provide adequate gaps for pedestrian or bicycle crossings. Ramp curves also limit visibility of vehicles to bicyclists crossing the street. The deficiencies in the sidewalks also present obstacles to wheelchairs, and facilities are not compliant with the Americans with Disabilities Act standards.
- ◆ Bus ridership on the Wadsworth Boulevard 76 bus route is among the highest in Lakewood and is expected to increase with the opening of the new light rail station at 13th Avenue. Sidewalks at or accessing most of the eight bus stops in the study area are inadequate.

Improve Mobility

- ◆ The four-lane roadway section of Wadsworth Boulevard (north of US 6) operates at stop-and-go levels during peak periods and cannot adequately accommodate current or future traffic volumes. At the non-signalized intersections of local streets with Wadsworth Boulevard north of US 6, vehicles may have to wait as long as 3 minutes to make a left turn.
- ◆ High traffic volumes, combined with unrestricted access and uncontrolled center turn lanes, do not provide adequate gaps for vehicles to safely and efficiently enter Wadsworth Boulevard from driveways and side streets, or to access businesses or residences. These operational inefficiencies contribute to driver confusion, congestion, and accidents along Wadsworth Boulevard.
- ◆ Pedestrian and bicyclist mobility is limited in the project area. Wadsworth Boulevard is a barrier to east-west mobility, while US 6 is a barrier to north-south movement. There are either no sidewalks or substandard sidewalks along approximately 50 percent of the east side of Wadsworth Boulevard and 85 percent of the west side of the thoroughfare.



CDOT follows FHWA regulations and guidelines, and the *CDOT Noise Analysis and Abatement Guidelines* for assessing traffic-related noise. These guidelines establish “noise abatement criteria,” that is, noise level standards above which noise-reducing actions should be considered. These standards are used for determining the noise impacts of a project as well as assessing potential mitigation for impacted areas. Noise abatement criteria vary depending on the activity that occurs on a property. The noise abatement criteria for different activity categories are shown in the table below.

CDOT noise abatement criteria are expressed in A-weighted decibels (dBA). An A-weighted decibel is a unit of measure corresponding to the way the human ear perceives the magnitude of sounds at different frequencies.

According to CDOT guidelines, a traffic noise impact at a location occurs when (1) predicted noise levels at that location exceed the noise abatement criteria, shown in the table below or (2) predicted noise levels exceed the current noise level by 10 dBA or more (even though the predicted levels may not exceed noise abatement criteria). This definition reflects the FHWA position that traffic noise impacts can occur under either of two separate conditions: (1) when noise levels are unacceptably high (absolute level); or (2) when a proposed highway project will substantially increase the existing noise environment (substantial increase).

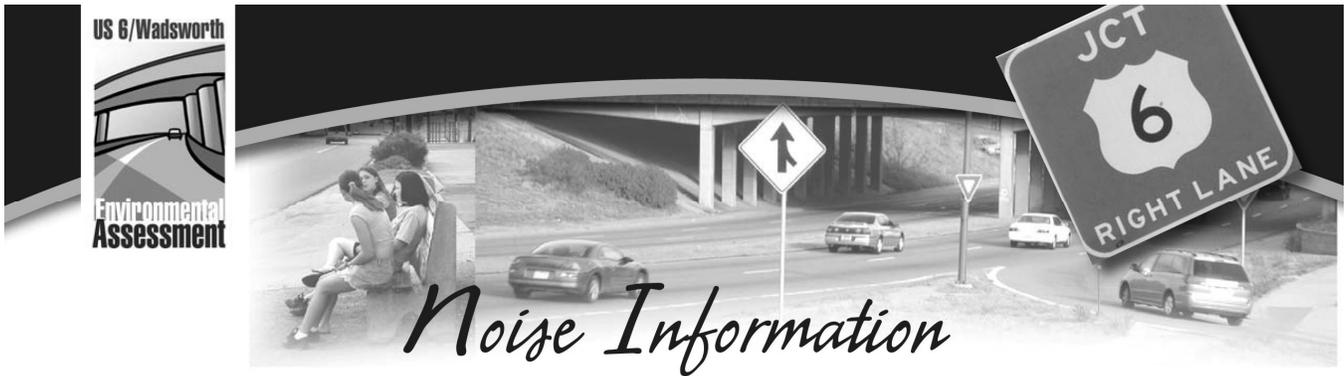
CDOT’s guidelines state that noise mitigation should be considered for any property, typically called a receptor in noise studies, where traffic noise impacts will occur according to the criteria explained above. Information about mitigation measures is provided on the back of this page.

CDOT Traffic Noise Abatement Criteria

Activity Category	$L_{eq}^{(1)}$ (dBA)	Description of Activity Category
A	56 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	66 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	71 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	51 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

⁽¹⁾ Road noise changes from moment to moment, but one can describe the noise energy over time in terms of its “equivalent level” (abbreviated L_{eq}). The L_{eq} is a single level that has the same sound energy as the fluctuating level over a stated time period. The L_{eq} used for the noise abatement criteria is the hourly A-weighted equivalent level for the “noisiest hour” of the day in the design year.

(Continued on back of sheet)



To be included in a project, a proposed noise mitigation measure must first be found to be feasible. A summary of the feasibility criteria is as follows:

- The proposed mitigation measure must be predicted to achieve at least 5 dBA of noise reduction at front row receptors (that is, the row of properties closest to the road).
- The proposed mitigation measure must not create any “fatal flaw” safety or maintenance issues such as reduced sight distances, shadowing of ice-prone areas, interference with snow/debris removal, or crash hazards.
- If the mitigation measure is to be a barrier, such as a wall, it must be possible to construct it in a continuous manner. Gaps in noise barriers, e.g. for driveways, significantly degrade their performance.

If a mitigation measure is found to be feasible, it is then analyzed for its “reasonableness.” A summary of the reasonableness criteria is as follows:

- The cost/benefit index of the proposed measure should not exceed \$4,000 per dB of reduction per benefited receptor.
- The predicted design year noise levels should equal or exceed the Noise Abatement Criteria shown in the table on the front of this sheet.
- At least 50% of the affected properties should approve of the proposed measure.
- Land use in the affected area should be at least 50% Category B (refer to the Noise Abatement Criteria table on the front of this sheet).



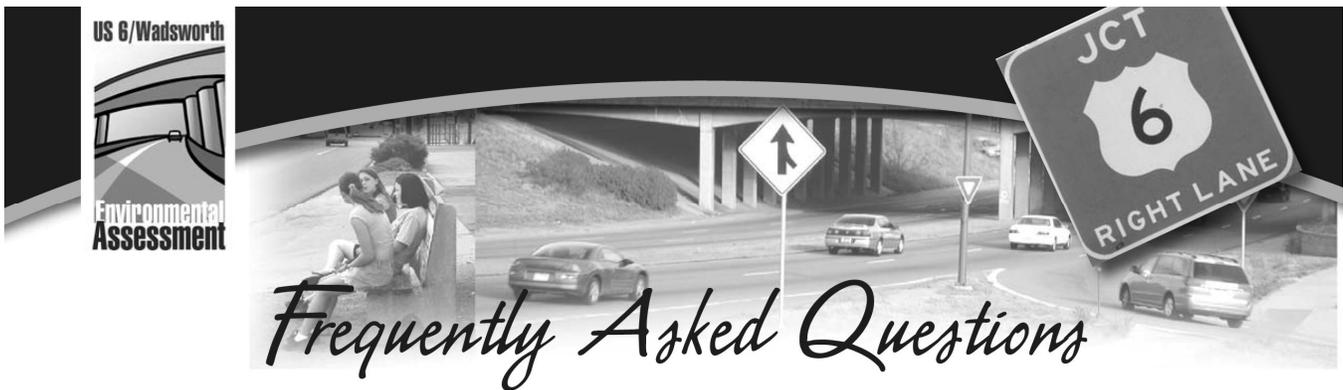
In preparing Environmental Assessments, CDOT considers potential effects of its projects on a wide range of environmental resources, in accordance with Federal Highway Administration's guidance. The resources that can be affected and are typically considered as part of the Environmental Assessment process include:

- ◆ **Air Quality**
- ◆ **Archaeological Resources**
- ◆ **Energy**
- ◆ **Environmental Justice (Low-Income or Minority Populations)**
- ◆ **Farmlands**
- ◆ **Floodplains**
- ◆ **Geology**
- ◆ **Hazardous Materials/Wastes**
- ◆ **Historic Properties**
- ◆ **Land Use**
- ◆ **Noise**
- ◆ **Noxious Weeds**
- ◆ **Paleontological Resources**
- ◆ **Pedestrians and Bicyclists**
- ◆ **Recreation**
- ◆ **Relocation/Right-of-Way**
- ◆ **Section 4(f) Resources (Parks, Historic Properties, and Wildlife Refuges)**
- ◆ **Socioeconomics**
- ◆ **Soils**
- ◆ **Threatened or Endangered Species**
- ◆ **Transportation**
- ◆ **Vegetation**
- ◆ **Visual Quality / Aesthetics**
- ◆ **Water Quality/Water Resources**
- ◆ **Wetlands**
- ◆ **Wildlife and Fisheries**

An Environmental Assessment is prepared to determine if significant impacts will occur to any of these resources. To streamline the preparation of the Environmental Assessment and focus attention on important issues, CDOT does not conduct a detailed analysis of impacts to resources not present in the study area or unlikely to be significantly affected.

The US 6 and Wadsworth study is located in an urban area, and, as such, the important resources in the study area are those associated with the human, community, and built environments. Natural, undisturbed areas are limited within the study area. After consideration of all of the resources listed above and based on preliminary field reconnaissance of the study area, CDOT has determined that the following environmental resources will be carried forward for detailed analysis in the Environmental Assessment.

- ◆ **Air Quality**
- ◆ **Environmental Justice**
- ◆ **Floodplains**
- ◆ **Hazardous Materials/Wastes**
- ◆ **Historic Properties**
- ◆ **Land Use**
- ◆ **Noise**
- ◆ **Pedestrians and Bicyclists**
- ◆ **Relocation/Right-of-Way**
- ◆ **Section 4(f) Historic Resources**
- ◆ **Socioeconomics**
- ◆ **Transportation**
- ◆ **Water Quality/Water Resources**
- ◆ **Wetlands**



Q-1: Why is CDOT conducting this study?

A-1: Transportation improvements in the study area have been identified as a high priority for CDOT, the City of Lakewood, and area residents, businesses, and commuters. Roadway improvements in the region's West Corridor have been identified in Lakewood's Comprehensive Plan, the Denver Regional Council of Government's (DRCOG's) Regional Transportation Plan, and the 1997 West Corridor Major Investment Study prepared by the Regional Transportation District (RTD). Improvements in the West Corridor, including improvements to the US 6 and Wadsworth interchange, were identified as one of the set of 28 high-priority projects across the state that, in 1996, CDOT committed to completing over the next approximately 25 years. In 1999, Colorado voters approved bonding on CDOT's 28 high-priority projects against future gas tax revenues to complete the projects on an accelerated schedule. CDOT has completed nearly half of the projects of its Strategic Transportation Investment Program, otherwise known as the 7th Pot Program. The US 6 and Wadsworth improvements have been identified as the roadway project for the West Corridor, and as such, improvements could be eligible for priority funding.

Q-2: What is an Environmental Assessment (EA)?

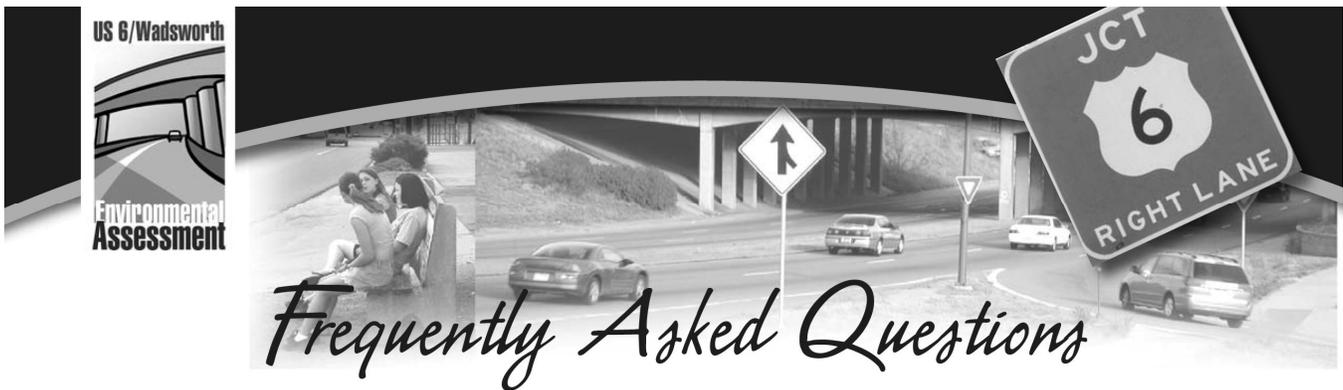
A-2: An EA is a document that describes the effects that a federal action would have on the environment. It also describes the impacts of alternatives to the Proposed Actions and identifies ways to avoid, minimize, or mitigate adverse impacts. The National Environmental Policy Act (NEPA), signed into law on January 1, 1970, established a national policy to protect the environment. Federal agencies are required to integrate the NEPA process into other planning processes to ensure that planning and decisions consider environmental values. Regulations for implementing NEPA established by the President's Council on Environmental Quality (CEQ) require that federal agencies document their consideration of environmental values and provide opportunity for public involvement. The potential for both beneficial and adverse impacts must be considered. EAs are normally prepared for those Proposed Actions whose environmental impacts are unknown. An EA will result in either a Finding of No Significant Impact (FONSI) or a finding of significant impact and a Notice of Intent to prepare an Environmental Impact Statement (EIS) to further study these impacts.

Q-3: Why does this project require an EA?

A-3: An EA is required because the proposed implementation of transportation improvements to US 6 and Wadsworth Boulevard is likely to have environmental impacts, and the extent of these impacts is unknown.

Q-4: How long will the study take?

A-4: The study was initiated in spring 2007. It is expected to take about 18 to 24 months to complete. If a construction project is identified at the end of the study, the project would then proceed into final design and construction. Final design typically takes 6 to 12 months to complete, and construction typically takes one to two years. The US 6 / Wadsworth study has been identified by CDOT and FHWA as a pilot streamlining project. It is also a priority project for CDOT and the City of Lakewood. The study is following an accelerated schedule due to the streamlining efforts.



Q-5: How will the public be involved in the study?

A-5: The public will be involved during scoping, alternatives development, mitigation identification, and review of the EA. The scoping phase determines what the scope – or breadth – of the study will be. The public provides input on which issues they feel are most important to be included in the study, and this also helps determine the purpose and need of the project. Members of the public will then provide input during the alternatives development stage, providing feedback on the criteria used to evaluate the alternatives; the development of alternatives; and the subsequent evaluation of these alternatives. Once impacts of a Preferred Alternative have been identified, the public will provide input on the mitigation measures used to avoid or minimize these impacts. The public will then be able to review the EA document and provide formal comments at a public hearing. FHWA will take these comments into account when writing its decision document on the project.

Q-6: What is the role of the City of Lakewood in the study?

A-6: The City of Lakewood is a partnering agency on the study. The City is working with CDOT and FHWA to provide a vision for improvements and necessary information and coordination among city departments and staff.

Q-7: What is the role of RTD and the West Corridor project in the study?

A-7: RTD is a cooperating agency on the study. RTD has jurisdiction over the West Corridor light rail line and station, which are located in the US 6 / Wadsworth study area. RTD is working with CDOT and FHWA to provide necessary information on the West Corridor project and coordinate between the West Corridor and US 6 / Wadsworth projects.

Q-8: What are the options for improvements?

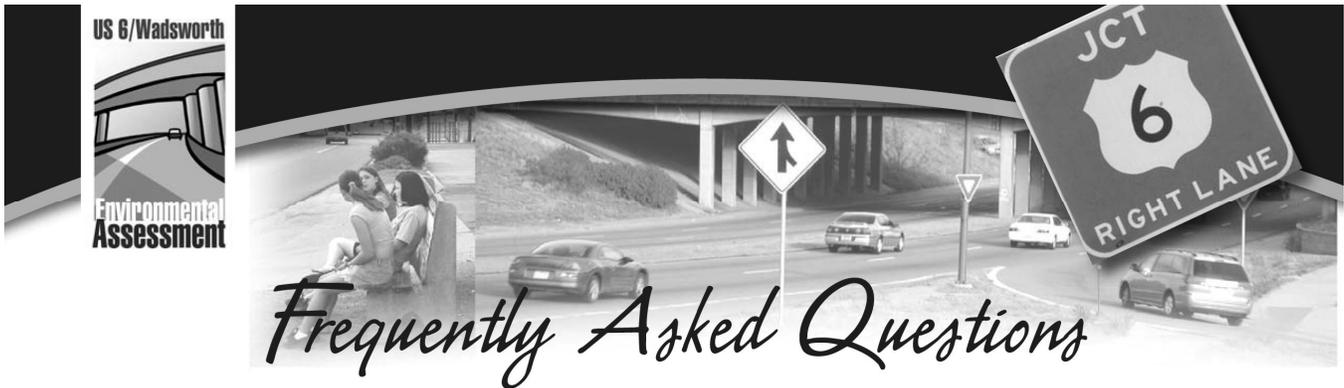
A-8: Options for improvements, also called alternatives, have not yet been developed for this project. After the scoping phase has ended, the development of alternatives for design improvements will begin.

Q-9: Will the project construct noise walls along 6th Avenue west of Wadsworth?

A-9: If the study results in an identified construction project, the project will construct noise mitigation where highway noise impacts residences, and where analysis shows that it is reasonable and feasible to do so.

Q-10: How will the project impact traffic in neighborhoods?

A-10: Alternatives for design improvements haven't yet been developed, and therefore, the impacts to neighborhood traffic can't be assessed at this stage. Impacts to neighborhood traffic will be studied after alternatives have been developed, and when the transportation, social, and environmental impacts of the alternatives are assessed.



Q-11: Will this study take into account traffic impacts of the light rail station and increased development along the light rail line?

A-11: The study will use DRCOG's approved 2030 travel forecasting model to determine future corridor traffic conditions, as required by NEPA. The DRCOG model incorporates the entire RTD FasTracks program as well as the most current land use forecasts surrounding the Wadsworth Boulevard corridor and the proposed West Corridor Light Rail Transit station. To date, a number of planning efforts have been completed or are underway to evaluate the implementation of light rail transit, the transit station, and the potential for changes in land use surrounding the station such as transit-oriented development (TOD). These planning efforts are described below.

Title	Agency	Date	Status
West Corridor Major Investment Study	RTD	1997	Adopted
Final West Corridor Environmental Impact Statement	RTD	2003	Completed
Wadsworth Boulevard Station Area Plan	City of Lakewood	2006	Adopted
Article 22: Mixed Use Zone District Zoning Ordinance	City of Lakewood	2007	Adopted
Wadsworth Boulevard Station Area Implementation Plan	City of Lakewood	2007	Currently being finalized
West Corridor Supplemental Environmental Assessment	RTD	2007	Ongoing

Q-12: When will the project be constructed?

A-12: The study must result in an identified construction project before construction can begin. A future construction date is unknown at this point. A typical schedule would include 18 to 24 months for completion of an EA, 6 to 12 months for final design, and one to two years for construction.

Q-13: Will the project be constructed at the same time as other major construction projects in the area?

A-13: If a construction project is identified, the construction timing will be coordinated with other major construction projects in the area. CDOT will consider the impacts of multiple construction projects on area residents, businesses, and commuters when determining the construction schedule.

THANK YOU FOR YOUR PARTICIPATION

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Return Address:

**\$.41
Postage
Required**

US 6 & Wadsworth EA
c/o Colleen Kirby Roberts
CH2M HILL
535 16th Street, Suite 800
Denver, CO 80202

FOLD HERE

Add Me to the Project Mailing List

First Name: _____ Last Name: _____ Title: _____

Organization: _____ Department: _____

Street Address: _____ P.O. Box _____

City: _____ State: _____ Zip Code: _____

Work Phone: _____ Extension: _____ Fax: _____

Home Phone: _____ E-Mail Address: _____

The best way to reach me is by: Letter Email Fax

For Office Use Only Comment Source: Group Meeting or Workshop Public Meeting Email Verbal Letter
Receiving Entity: CH2M HILL CDOT



Scoping Summary Report

APPENDIX J

Small Group Meeting Presentations



National Environmental Policy Act (NEPA) Overview

City of Lakewood
June 8, 2007




NEPA Basics

- Federal Act
- NEPA applies to all major federal actions and decisions
- Federal funding triggers the “federal action”
- HOWEVER...CDOT follows NEPA whether or not projects are federally funded!
- We follow CDOT’s Environmental Stewardship Guide




CDOT’s Environmental Stewardship

- Improve environmental conditions and quality of life when possible, not just comply with regulations
- Enhance environmental protection and encourage partnerships that promote eco-system conservation
- Address mobility and safety needs of the public
- Provide education to our public
- Foster new ways to manage the environment




www.itre.ncsu.edu/aashto/stewardship




NEPA Case Law

- NEPA is Procedural—not substantive (it’s the process; not the decision)
- Considerable deference given to the lead agency
- “Hard look” at significant environmental impacts
- Inform decision makers
- Reasoned decision
- Inform the public




Section 4(f)

- Substantive provision
 - Only applies to transportation agencies
 - NEPA applies to all federal agencies
- US Department of Transportation Act of 1966 (49 USC 303) and FHWA regulations (23 CFR 771.135)
- The Administration may not approve the use of land from a significant publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that
 - There is no prudent and feasible alternative to using the land; and
 - the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

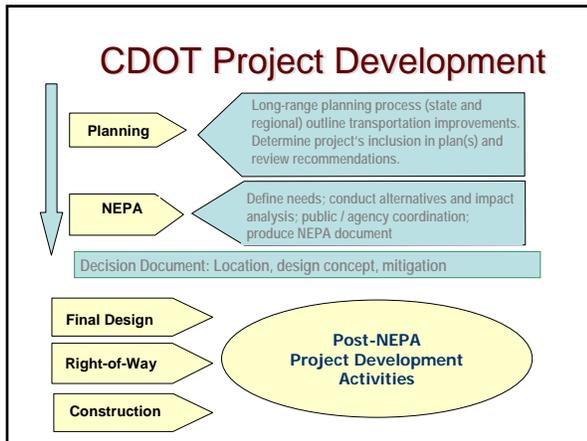



NEPA Umbrella



- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Section 4(f) of USDOT Act (49 USC 303)
- Clean Air Act
- Safe Water Drinking Act
- Farmland Protection Policy Act
- Solid Waste Disposal Act
- Resource Conservation and Recovery Act of 1976 (RCRA)
- Title VI of Civil Rights Act of 1964
- Americans with Disabilities Act
- Executive Order 12898 (Environmental Justice)
- Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)
- Emergency Planning and Community Right to Know Act of 1986
- National Historic Preservation Act
- Economic, Social and Environmental Effects of Highways and Transit
- Highway Noise Standards
- Public Hearing Requirements
- Archaeological and Historic Preservation Act
- Archaeological Resources Protection Act
- AND MORE...



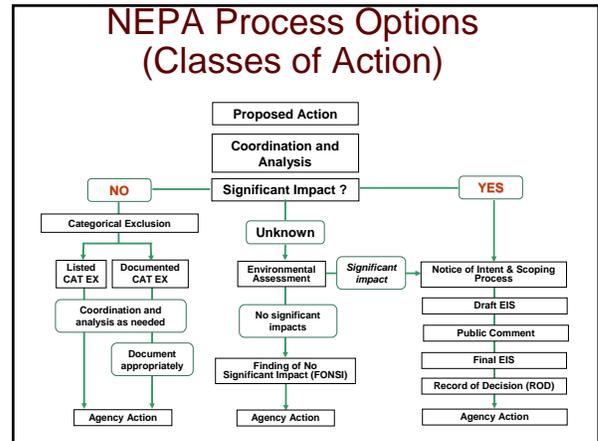


NEPA Project Development

- **Systematic and interdisciplinary** approach
- Investigations, reviews, consultations and compliance **coordinated as a single process**
- **Meaningful evaluation** of alternatives
- Decisions made in the **"best overall public interest"**
- **Early and continuous** interagency and public involvement
- **Mitigate** adverse effects
- Some activities **shall not proceed** before decision document
- Acceptance of **general project location** and concepts

Project Development – How to Be Successful

- **Early and continuous public and interagency coordination**
- **Clear understanding of roles and responsibilities of CDOT and cooperating agencies**
- **Meaningful evaluation of alternatives**
 - avoid commitments before improvement is fully evaluated
 - logical termini, independent utility, don't restrict consideration of alternatives
- **Follow public involvement and hearing procedures**
- **Final design, property acquisition, construction ... shall not proceed prior to decision document**



Council on Environmental Quality Essential Elements of NEPA

- **Scoping**
 - Public Involvement
 - Interagency Coordination
- **Purpose and Need**
- **Alternatives Analysis**
- **Disclosing Impacts**
- **Determining Mitigation**
- **Documenting**

Scoping

- **Early involvement with interested public and affected agencies**
- **Formally invite them to participate**
- **Involved in determining the scope of the study**
- **Involved in identifying important vs minor issues**
- **Invited to be involved in the process (tech. groups)**
- **Identify other studies in area**
- **Agree on timing of activities**



Public Involvement

- Coordination of public involvement activities and hearings with entire NEPA process ...
- ... Early and continuous opportunities for the public to be involved in identifying social, economic, and environmental impacts...
- ... via State public involvement procedures and requirements for public hearings



Other Agencies Assist CDOT

- | | |
|--|--|
| ▪ City of Lakewood | ▪ Jefferson County |
| ▪ Colorado Department of Public Health and Environment | ▪ Regional Air Quality Council |
| ▪ Colorado Division of Wildlife | ▪ RTD |
| ▪ Colorado State Historic Preservation Office | ▪ Urban Drainage and Flood Control |
| ▪ Denver Regional Council of Governments | ▪ US Army Corps of Engineers |
| ▪ Federal Emergency Management Agency | ▪ US Department of Housing and Urban Development (HUD) |
| ▪ Federal Transit Administration | ▪ US Department of Interior, Office of Environmental Policy and Compliance |
| ▪ FHWA | ▪ US Environmental Protection Agency |
| | ▪ US Fish and Wildlife Service |



Agency Coordination

- Prior to concluding an EIS, the responsible Federal official must:
 - ... consult with and obtain the comments of any Federal agency with jurisdiction by law or special expertise with the impacted resources
 - ... provide copies of statement to Federal, State and local agencies and the public



Aspects of Agency Coordination

- Early and continuous participation in the NEPA process
- Special expertise and information
- Scoping agreements and understanding
- Establish timeframes
- Consultation and permitting (404/NEPA)
- Adoption of NEPA documents



Project Purpose and Need

- PURPOSE
 - Identifies what you plan to do.
 - Tells reader what your project (action) must accomplish to be considered a success.
- NEED
 - Justifies why it's necessary.
 - "This project is needed because..."



Purpose and Need

- Basis for decisions
- Provides critical foundation for deciding on alternative(s)
- Validates reasons for going forward with the federal action
- Basis for dismissal of no-action






Break Time!




Alternatives

- Development and analysis
- No-build / No-action required
- "Reasonable" alternatives
- Reasonable range based on Purpose and Need
- Avoidance / minimization








FHWA Policy on Alternatives

- Alternatives evaluated and decisions made in the best overall public interest considering:
 - the need for safe and efficient transportation
 - social, economic, and environmental impacts
 - national, state, and local environmental goals
- Ensure meaningful evaluation of alternatives ...
 - Logical termini
 - Independent utility
 - Restrict consideration of alternatives for reasonably foreseeable improvement




No Action Alternative

- Required in an EIS (40 CFR 1502.14[d]) and usually included in an EA
- Helps establish a baseline by which to measure the magnitude of effects of the proposed action
- Allows for a comparison of future conditions with and without the project
- Helps support and provide evidence for the need of the project
- For transportation projects, no action is rarely a "reasonable" alternative




Alternatives Analysis

- Varies with Class of Action ... CatEx, EA, EIS
- Rigorous and objective evaluation in the EIS
 - Reasonable range and number of alternatives
- Must include no-action or no-build
- Build alternatives – representative number
 - improve existing
 - new location
- Modal and operational (where appropriate)
 - TSM alternatives, transit
- Avoidance and minimization




Impacts and Mitigation

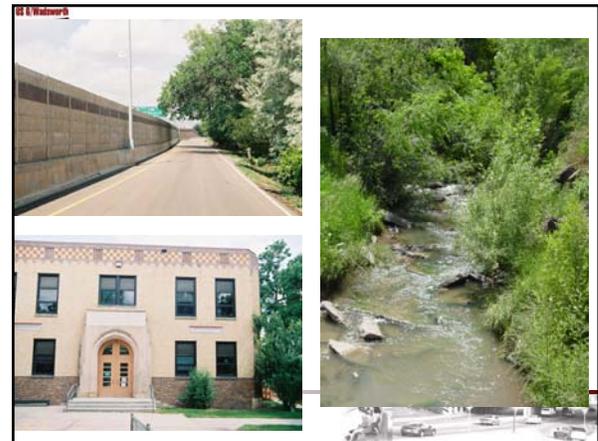
- What is your environment?
- Considering each area of NEPA,
 - what will your impacts be?
 - How can you lessen these impacts?






Resources Analyzed

- Pedestrians and Bicyclists
- Recreation
- Relocation/Right-of-Way
- Section 4(f) Resources (Parks, Historic Properties, and Wildlife Refuges)
- Socioeconomics
- Soils
- Threatened or Endangered Species
- Transportation
- Vegetation
- Visual Quality / Aesthetics
- Water Quality/Water Resources
- Wetlands
- Wildlife and Fisheries
- Air Quality
- Archaeological Resources
- Energy
- Environmental Justice (Low-Income or Minority Populations)
- Farmlands
- Floodplains
- Geology
- Hazardous Materials
- Historic Properties
- Land Use
- Noise
- Noxious Weeds
- Paleontological Resources

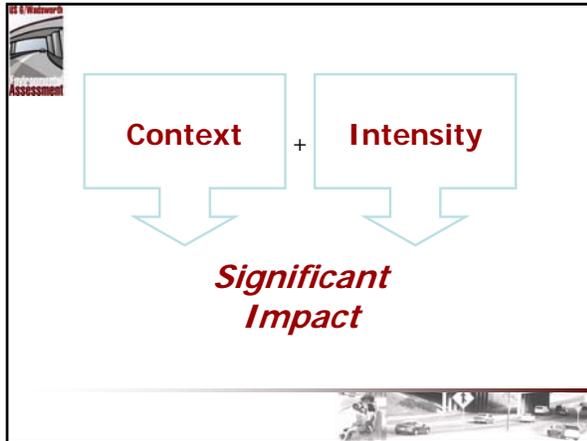


Types of Impacts

- Direct -- Caused by the action and occur at the same time and place.
- Indirect -- Caused by the action, later in time or farther removed in distance, but are still reasonably foreseeable... Growth inducing and other effects on air and water and other natural systems, including ecosystems, related to induced changes... in the pattern of land use, and ... population density or growth rate
- Alter behavior and function of affected environment caused by encroachment
- Project-influenced effects

Types of Impacts (cont'd)

- Cumulative -- Result from incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions, regardless of agency or person that undertakes other actions
- Can result from individually minor but collectively significant actions taking place over a period of time



- "Mitigation" includes:**
- Avoiding the impact altogether by not taking a certain action or parts of an action.
 - Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
 - Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
 - Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
 - Compensating for the impact by replacing or providing substitute resources or environments.
- 40 CFR 1508.20

- FHWA Mitigation Policy**
- 23 CFR 771.105(d):
 - "Measures necessary to mitigate adverse impacts will be incorporated into the action and are eligible for Federal funding when the Administration determines that:
 - (1) The impacts actually result from the Administration action; and
 - (2) The proposed mitigation represents a reasonable public expenditure after considering the impacts of the action and the benefits of the proposed mitigation measures.

- Mitigation Responsibility**
- CDOT is responsible for implementing mitigation measures stated as commitments in environmental documents
 - Environmental document can identify mitigation to be completed by others
 - Often Interagency Agreements are developed to clarify roles and responsibilities of project implementation
 - Ensure compliance with mitigation measures through project management
 - Formal monitoring plan may be established (recommended where sensitive resources are impacted)



Considerations for Mitigation

- You may have to modify proposed project
- You may need to add additional avoidance or minimization measures
- You may need to providing compensatory mitigation for affected resources
- You may need to identify mitigation measures other parties can implement



Process and Documentation

- Analysis of alternatives and impact
- Informs decisionmakers
- Essential to involvement and coordination
- Full and fair discussion
- Administrative Record



"Ultimately, of course, it is not better documents, but better decisions, that count. NEPA's purpose is not to generate paperwork — even excellent paperwork — but to foster excellent action."

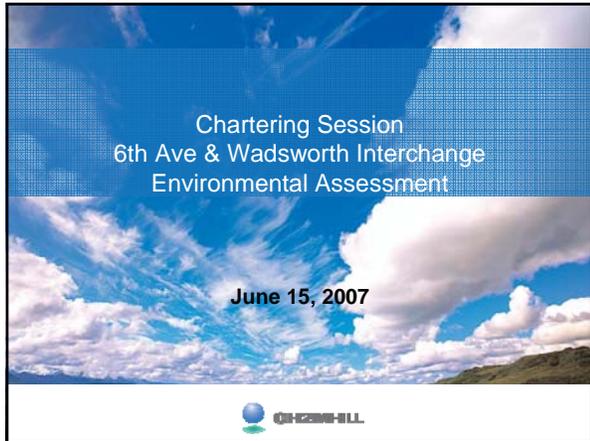
40 CFR 1500.1 (c)



Discussion

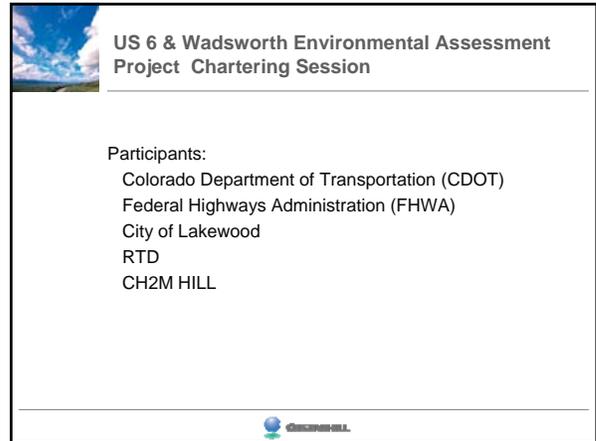
- Questions?
- Contacts:
 - Kirk Webb
CDOT Environmental Manager
303.757.9826
Kirk.Webb@dot.state.co.us
 - Mandy Whorton
Consultant Environmental Manager
720-286-5239
Mandy.Whorton@ch2m.com





Chartering Session
6th Ave & Wadsworth Interchange
Environmental Assessment

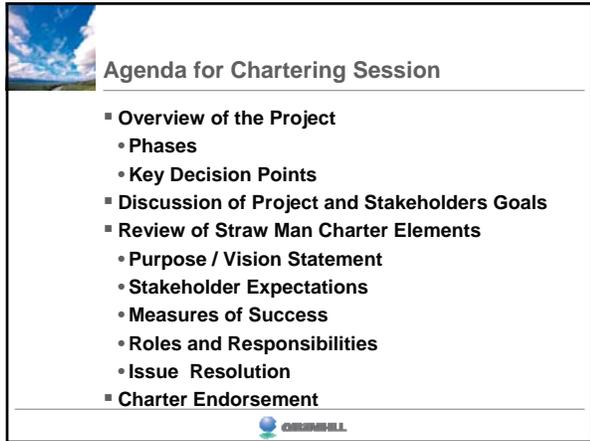
June 15, 2007

**US 6 & Wadsworth Environmental Assessment
Project Chartering Session**

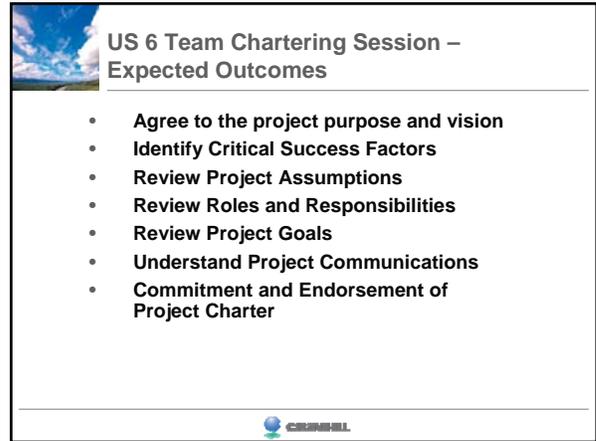
Participants:

- Colorado Department of Transportation (CDOT)
- Federal Highways Administration (FHWA)
- City of Lakewood
- RTD
- CH2M HILL

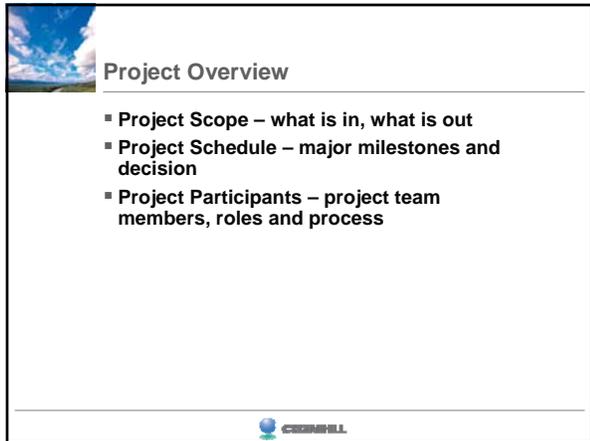
Agenda for Chartering Session

- Overview of the Project
 - Phases
 - Key Decision Points
- Discussion of Project and Stakeholders Goals
- Review of Straw Man Charter Elements
 - Purpose / Vision Statement
 - Stakeholder Expectations
 - Measures of Success
 - Roles and Responsibilities
 - Issue Resolution
- Charter Endorsement

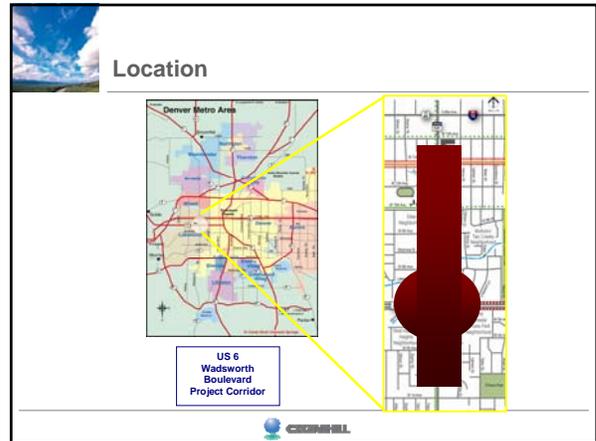
**US 6 Team Chartering Session –
Expected Outcomes**

- Agree to the project purpose and vision
- Identify Critical Success Factors
- Review Project Assumptions
- Review Roles and Responsibilities
- Review Project Goals
- Understand Project Communications
- Commitment and Endorsement of Project Charter

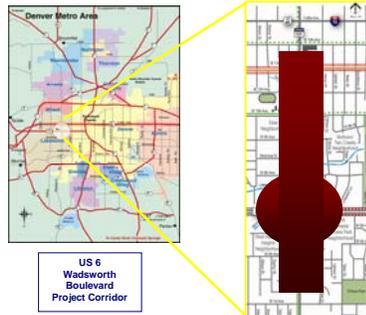



Project Overview

- Project Scope – what is in, what is out
- Project Schedule – major milestones and decision
- Project Participants – project team members, roles and process

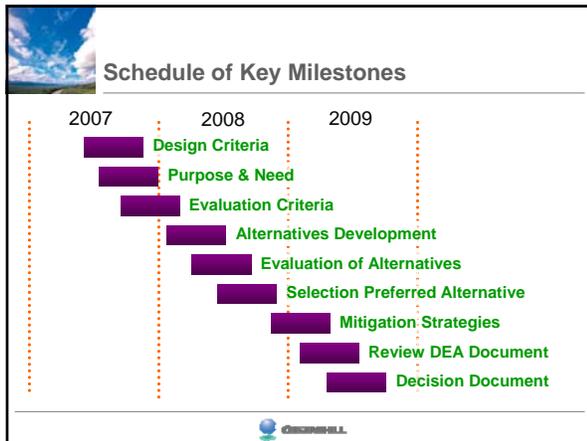



Location



US 6
Wadsworth
Boulevard
Project Corridor





Project Goals and Values

- Complete an EA process that
 - Solves agreed upon project needs,
 - Defines a reasonable alternative,
 - Minimizes or mitigates environmental impacts, and
 - Is endorsed by project participants
- Expectations
 - Everyone's input accepted
 - Easy resolution of problems
 - Friendly relations with property owners
 - A nice looking finished product

Purpose and Vision Statement

Deliver a NEPA decision document that is endorsed and supported by the public and stakeholders. The result of the study will be a product that accomplishes the goals and values of this charter agreement.

Goals

- Ensure the right people are making the right decisions at the right time.
- Create a product that the team takes pride in.
- Identify efficiencies that complement the NEPA process.
- Create a benchmark for other NEPA studies by documenting best practices and lessons learned.
- Bring all issues to table early and resolve in a cooperative manner.

Values

- Build trust by respecting each other's perspectives, with open and honest communications.
- Maintain a professional approach. Trust that each team member will perform their assigned role in a timely fashion.
- There is no such thing as a "stupid question".
- Be responsible to the public by dealing honestly and openly with public.

Measures of Success

- Accomplish work within agreed schedule and budget
- Concurrence of key stakeholders throughout process
- Obtain approvals at major decision milestones
- Positive public feedback
- Timely and constructive resolution of issues
- Promote innovation in the NEPA process (*measures to be developed later*)

Operating Rules for Project Agencies

- Agencies and stakeholders must bring forward fully defined issues, resolutions or agreements. Agencies must resolve issues among their internal departments and present positions as a unified voice.
- The responsible individuals identified in the charter will facilitate internal issues within its own agency. It is not a project leadership role to resolve internal agency issues.
- Each agency identifies the "authority" for providing input based on the Activity / Involvement matrix. Authority individuals communicate roles to internal project staff.

Roles and Responsibilities

- Project Manager** – Seyed Kalantar, CDOT. Responsible for delivery of the completed EA to FHWA.
- Resident Engineer** – Randy Furst, CDOT. Responsible for quality and completeness of EA delivery.
- Environmental Manager** – Kirk Webb, CDOT. Responsible for managing EA document development.
- Project Authority** – Marcee Allen, FHWA. Central point of contact and responsible for NEPA process oversight. Final approval authority will reside with Michael Davies.

Roles and Responsibilities

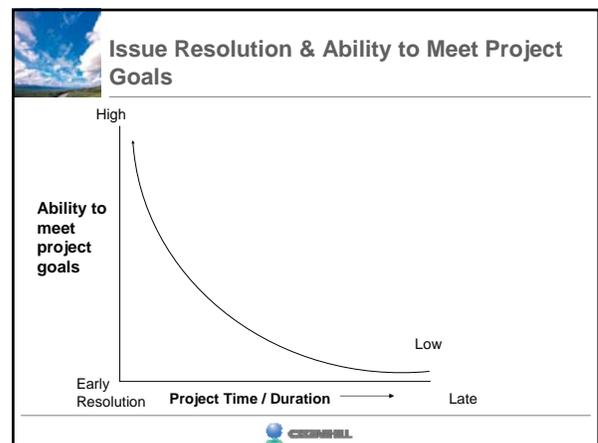
- Cooperating Agency Contact** – Dennis Cole, RTD. Authority for issue identification, review and concurrence of EA for RTD.
- Partnering Agency Contact** – Allen Albers, City of Lakewood. Authority for issue identification, review and concurrence of EA from City of Lakewood.
- Consultant Project Manager** – Tim Eversoll, CH2M HILL. Responsible for consultant team performance and contract deliverables.

Activity / Involvement Levels

- RACI Definitions:**
 - Responsible** – Individual or organization that work to achieve the task; may be multiple organizations responsible
 - Accountable** – Resource ultimately accountable for the completion of the task – there must be only one Accountable specified for each task
 - Consulted** – Stakeholders whose input is sought. May be multiple resources specified as Consulted. Involves two-way communication.
 - Informed** – Stakeholders who are kept up-to-date on progress. Involves one-way communication from a Responsible stakeholder to the informed stakeholder.

Activity / Involvement Matrix

Activity – Key Milestones	CDOT	FHWA	RTD	City of Lakewood	Public (Heardings and other feedback)
Design Criteria	R	A	R	R	I
Purpose and Needs Statement	R	A	C	C	C
Logical Termini	R	A	C	C	I
Alternatives Evaluation Criteria	R	A	C	C	C
Alternatives Development/ Conceptual Design	R	A	C	C	C
Evaluation of Alternatives	R	A	C	C	I
Selection of Preferred Alternative	R	A	I	I	I
Impacts, Avoidance and Mitigation Strategies	R	A	R	R	C
Review of Draft EA Document (30 days public comments and response)	R	A	C	C	C
Decision Document Approval and Announcement	R	A	I	I	I





Issue Resolution Principles

- Proactive identification and discussion of issues using the appropriate forums – avoids creating fire drills
- Timely resolution requires that appropriate decision makers are engaged as soon as possible
- Make decisions at the front-line levels as much as possible
- Fair hearing of issues – put aside personal agendas
- Live by the precepts of the Mission Statement and support final decision
- Escalate to next level if required – provide facts and alternative solutions
- Identified decision-makers are “equal” in authority for each level




Problem Solving Framework

- Used for: Regulatory changes, policy changes, scope changes, etc.
- Addressed by Project Agency Charter Team identified in Charter
 - Include all participants
 - Agreement of approach - amendment to scope, or decision to proceed without change, or stop study
 - Decisions will be made at regularly scheduled meetings or will be deferred to a date agreed upon by the Project Senior Management Team
- Decision is supported by all involved stakeholders
- Plan to implement agreement (if necessary)



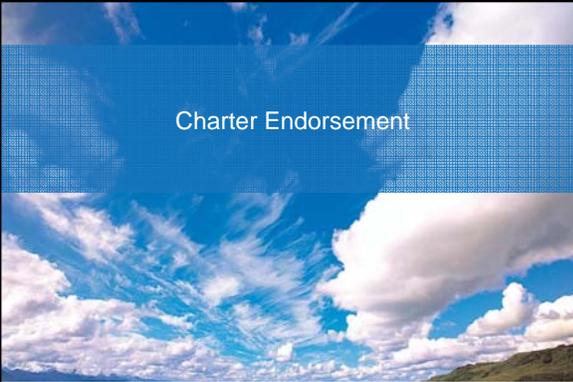

Charter Endorsement

- Participate in the development of a charter for all to use as a format for work on this project
- Sign up to this agreement on behalf of your organization
- If others work with or replace the signatories, they also abide by these principles established by the chartering group
- We all work to accomplish this project to the maximum achievable benefit of all stakeholders




Example Scorecards

Goal	Metric	Objective	Responsibility	Current Performance	Comments
Schedule Adherence	Integrated master schedule	On-time or ahead of schedule	PM		
Cost Adherence	Variances	No labor over-runs	PM	Meets current projections	

Charter Endorsement



US 6 / Wadsworth Boulevard Interchange Environmental Assessment

Eiber Neighborhood Association
July 19, 2007

Presentation Outline

- Project background, development, schedule
- Early issues identification
- National Environmental Policy Act (NEPA) process
- Resources studied
- Key milestones
- Scoping process
- How you can help us

Project Participants

Sponsoring Agencies

Colorado Department of Transportation (DOT) | Federal Highway Administration

Cooperating Agency: RTD

Partnering Agency: City of Lakewood

Consultant Team: CH2MHILL

CDOT Project Development

Planning: Long-range planning process (state and regional) outline transportation improvements. Determine project's inclusion in plan(s) and review recommendations.

National Env't'l Policy Act: Define needs; conduct alternatives and impact analysis; public / agency coordination; produce NEPA document

Decision Document: Location, design concept, mitigation

Final Design, **Right-of-Way**, **Construction**

Post-NEPA Project Development Activities

Project Schedule

- Typical Study**
 - Environmental Assessment: 1 - 2 years
 - Final Design: 6 - 12 months
 - Construction: 1 - 2 years
- US 6 / Wadsworth Study**
 - Pilot streamlining project
 - Priority project for CDOT and City of Lakewood
 - Opportunity for additional funding support

Corridor Fly-Through

Essential Elements of National Environmental Policy Act (NEPA)

- Scoping
- Purpose and Need
- Alternatives Analysis
- Identifying Impacts
- Determining Mitigation
- Documenting

Resources Analyzed

- Air Quality
- Archaeological Resources
- Energy
- Environmental Justice (Low-income or Minority Populations)
- Farmlands
- Floodplains
- Geology
- Hazardous Materials
- Historic Properties
- Land Use
- Noise
- Noxious Weeds
- Paleontological Resources
- Pedestrians and Bicyclists
- Recreation
- Relocation / Right-of-Way
- Section 4(f) Resources (Parks, Historic Properties, and Wildlife Refuges)
- Socioeconomics
- Soils
- Threatened or Endangered Species
- Transportation
- Vegetation
- Visual Quality / Aesthetics
- Water Quality / Water Resources
- Wetlands
- Wildlife and Fisheries

Key Decision Milestones

```

    graph TD
      A[Design Criteria] --> B[Public & Agency Scoping]
      B --> C[Purpose & Need]
      C --> D[Evaluation Criteria]
      D --> E[Alternatives Development]
      E --> F[Evaluation of Alternatives]
      F --> G[Selection Preferred Alternative]
      G --> H[Impact Analysis]
      H --> I[Mitigation Strategies]
      I --> J[Public EA Review]
      J --> K[Decision Document]
  
```

Scoping

- Early involvement with interested public and affected agencies
- Invite participation
- Determine the scope of the study
- Identify important vs. minor issues
- Identify other studies in area
- Agree on timing of activities

Scoping Meetings

- Agency Scoping
 - Thursday, August 16, 2007
- Public Scoping
 - Tuesday, August 21, 2007
 - Clements Community Center
 - 4 pm to 8 pm

Your Involvement

- How interested are you in the project?
- Do you want to be involved?
- What types of meetings and times work best?
- Can you help us reach others in your neighborhood?
- Is there anything else we should know about your neighborhood or group?
- Are there other outreach tools we should consider?
 - website, newsletter, small meetings with organized groups, public meetings, information kiosks, outreach through schools, libraries, and businesses



Current Project Information

Visit us at www.US6Wadsworth.com

Your input helps create a
successful project



US 6 / Wadsworth Boulevard Interchange Environmental Assessment

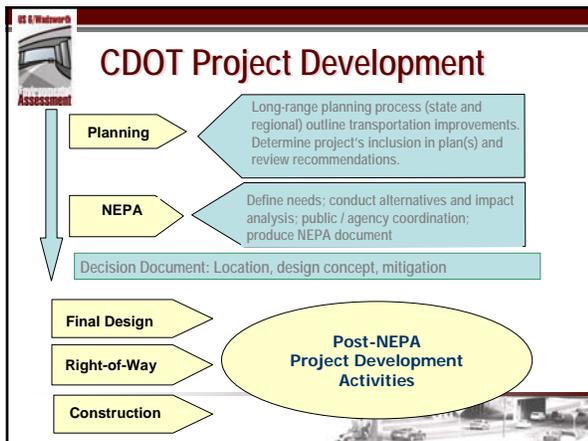
Two Creeks Neighborhood Association Board Meeting
July 21, 2007




Project Background

- US 6/Wadsworth interchange
- Wadsworth Blvd from 3rd to 13th Avenues
- Study only
- Visit us at www.US6Wadsworth.com





Project Participants

Sponsoring Agencies

- Colorado Department of Transportation (DOT)
- Federal Highway Administration

Cooperating Agency

- RTD

Partnering Agency

- City of Lakewood

Consultant Team

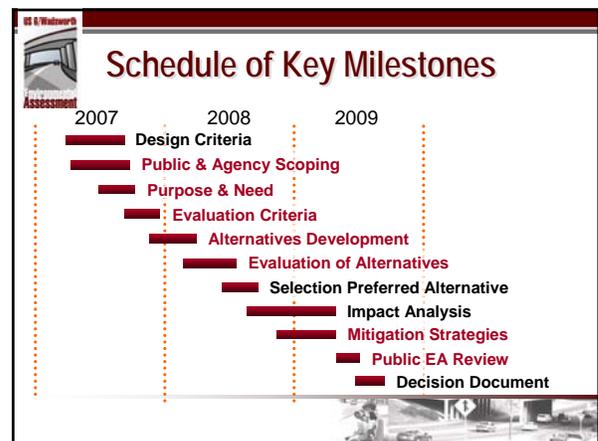
- CH2MHILL




Council on Environmental Quality Essential Elements of NEPA

- Scoping
 - Public Involvement
 - Interagency Coordination
- Purpose and Need
- Alternatives Analysis
- Disclosing Impacts
- Determining Mitigation
- Documenting





US 6 Wadsworth
Assessment

Scoping

- Early involvement with interested public and affected agencies
- Invite participation
- Determine the scope of the study
- Identify important vs. minor issues
- Identify other studies in area
- Agree on timing of activities



US 6 Wadsworth
Assessment

Resources Analyzed

- Air Quality
- Archaeological Resources
- Energy
- Environmental Justice (Low-income or Minority Populations)
- Farmlands
- Floodplains
- Geology
- Hazardous Materials
- Historic Properties
- Land Use
- Noise
- Noxious Weeds
- Paleontological Resources
- Pedestrians and Bicyclists
- Recreation
- Relocation/Right-of-Way
- Section 4(f) Resources (Parks, Historic Properties, and Wildlife Refuges)
- Socioeconomics
- Soils
- Threatened or Endangered Species
- Transportation
- Vegetation
- Visual Quality / Aesthetics
- Water Quality/Water Resources
- Wetlands
- Wildlife and Fisheries



US 6 Wadsworth
Assessment

Your Involvement

- How interested are you in the project?
- Do you want to be involved?
- What types of meetings and times work best?
- Can you help us reach others in your neighborhood?
- Is there anything else we should know about your neighborhood or group?
- Are there other outreach tools we should consider?
 - website, newsletter, small meetings with organized groups, public meetings, information kiosks, outreach through schools, libraries, and businesses



US 6 Wadsworth
Assessment

Current Project Information

Visit us at www.US6Wadsworth.com

Your input helps create a successful project





US 6 / Wadsworth Boulevard Interchange Environmental Assessment

West Colfax Community Association
August 15, 2007




Presentation Outline

- Project background, development, schedule
- Early issues identification
- National Environmental Policy Act (NEPA) process
- Key milestones
- Scoping process
- Resources studied
- How you can help us




Project Participants

Sponsoring Agencies

 Colorado Department of Transportation
  Federal Highway Administration

Cooperating Agency

 RTD

Partnering Agency

 City of Lakewood

Consultant Team

 CH2MHILL




CDOT Project Development

Planning

Long-range planning process (state and regional) outline transportation improvements. Determine project's inclusion in plan(s) and review recommendations.

National Env't'l Policy Act

Define needs; conduct alternatives and impact analysis; public / agency coordination; produce NEPA document

Decision Document: Location, design concept, mitigation

Final Design

**Post-NEPA
Project Development
Activities**

Right-of-Way

**Post-NEPA
Project Development
Activities**

Construction

**Post-NEPA
Project Development
Activities**




Project Schedule

- Typical Study
 - Environmental Assessment: 1 - 2 years
 - Final Design: 6 - 12 months
 - Construction: 1 - 2 years
- US 6 / Wadsworth Study
 - Pilot streamlining project
 - Priority project for CDOT and City of Lakewood
 - Opportunity for additional funding support




Corridor Fly-Through





Essential Elements of National Environmental Policy Act (NEPA)

- Scoping
- Purpose and Need
- Alternatives Analysis
- Identifying Impacts
- Determining Mitigation
- Documenting




Resources Analyzed

- Air Quality
- Archaeological Resources
- Energy
- Environmental Justice (Low-income or Minority Populations)
- Farmlands
- Floodplains
- Geology
- Hazardous Materials
- Historic Properties
- Land Use
- Noise
- Noxious Weeds
- Paleontological Resources
- Pedestrians and Bicyclists
- Recreation
- Relocation / Right-of-Way
- Section 4(f) Resources (Parks, Historic Properties, and Wildlife Refuges)
- Socioeconomics
- Soils
- Threatened or Endangered Species
- Transportation
- Vegetation
- Visual Quality / Aesthetics
- Water Quality / Water Resources
- Wetlands
- Wildlife and Fisheries




Key Decision Milestones



- Design Criteria
- Public & Agency Scoping
- Purpose & Need
- Evaluation Criteria
- Alternatives Development
- Evaluation of Alternatives
- Selection Preferred Alternative
- Impact Analysis
- Mitigation Strategies
- Public EA Review
- Decision Document




Scoping

- Early involvement with interested public and affected agencies
- Invite participation
- Determine the scope of the study
- Identify important vs. minor issues
- Identify other studies in area
- Agree on timing of activities




Scoping Meetings

- Agency Scoping
 - Thursday, August 16, 2007
- Public Scoping
 - Tuesday, August 21, 2007
 - Clements Community Center
 - 4 pm to 8 pm




Your Involvement

- How interested are you in the project?
- Do you want to be involved?
- What types of meetings and times work best?
- Can you help us reach others in your neighborhood?
- Is there anything else we should know about your neighborhood or group?
- Are there other outreach tools we should consider?
 - website, newsletter, small meetings with organized groups, public meetings, information kiosks, outreach through schools, libraries, and businesses





Current Project Information

Visit us at www.US6Wadsworth.com

Your input helps create a
successful project





US 6 / Wadsworth Boulevard Interchange Environmental Assessment

O'Kane Park Neighborhood Association
August 28, 2007




Presentation Outline

- Project background, development, schedule
- Early issues identification
- National Environmental Policy Act (NEPA) process
- Key milestones
- Scoping process
- Resources studied
- How you can help us




Project Participants

Sponsoring Agencies


Colorado Department of Transportation


Federal Highway Administration

Cooperating Agency



Partnering Agency


City of Lakewood

Consultant Team






Project Schedule

- Typical CDOT Project Development Phases
 - Planning: varies
 - **Environmental Assessment (EA): 1 – 2 years**
 - Final Design: 6 – 12 months
 - Construction: 1 – 2 years
- US 6 / Wadsworth Study
 - Pilot streamlining project
 - Priority project for CDOT and City of Lakewood
 - Opportunity for additional funding support




Corridor Issues




Essential Elements of National Environmental Policy Act (NEPA)

- Scoping
- Purpose and Need
- Alternatives Analysis
- Identifying Impacts
- Determining Mitigation
- Documenting





- ## Scoping
- Early involvement with interested public and affected agencies
 - Invite participation
 - Determine the scope of the study
 - Identify important vs. minor issues
 - Identify other studies in area
 - Agree on timing of activities

- ## Scoping Meetings
- Agency Scoping
 - Held on Thursday, August 16, 2007
 - Public Scoping
 - Held on Tuesday, August 21, 2007
 - Scoping period ends August 31

- ## Resources Analyzed
- Air Quality
 - Archaeological Resources
 - Energy
 - Environmental Justice (Low-Income or Minority Populations)
 - Farmlands
 - Floodplains
 - Geology
 - Hazardous Materials
 - Historic Properties
 - Land Use
 - Noise
 - Noxious Weeds
 - Paleontological Resources
 - Pedestrians and Bicyclists
 - Recreation
 - Relocation / Right-of-Way
 - Section 4(f) Resources (Parks, Historic Properties, and Wildlife Refuges)
 - Socioeconomics
 - Soils
 - Threatened or Endangered Species
 - Transportation
 - Vegetation
 - Visual Quality / Aesthetics
 - Water Quality / Water Resources
 - Wetlands
 - Wildlife and Fisheries

- ## Questions and Comments
- Comment forms
 - Of particular interest are:
 - Purpose and Need
 - Issues important to you
 - Community groups and resources
 - What are we missing?
 - Scoping period extends to August 31, 2007; public involvement will continue throughout study
- Visit www.US6Wadsworth.com



Scoping Summary Report

APPENDIX K

Meeting Minutes



US 6 / Wadsworth Environmental Assessment Including Improvements from 3rd to 13th Avenues

Purpose:	Eiber Neighborhood Association Board Meeting - introduce project and gather early input		
Day:	Thursday	Date:	July 19, 2007, 7:00 p.m.

Location:	Lakewood United Methodist Church
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Participants:

Attendee	Representing
Eiber Neighborhood Association Board Members, Elected Officials, City of Lakewood Staff	
Kirk Webb	CDOT
Tim Eversoll	CH2M HILL
Colleen Kirby Roberts	CH2M HILL

Discussion Items

The purpose of the meeting was to introduce the study, and to gather information from the group.

Tim introduced the study, discussed the agencies participating in the study, walked the group through the corridor fly-through and noted key issues identified early in the process, explained how the project schedule might look and that this project is on a more aggressive schedule than typical, explained the NEPA process, and noted key decision milestones where the public will have input.

Colleen noted that we are currently in the scoping phase and would like input and feedback from the neighborhood group about the issues we're studying. She noted the dates and times of the upcoming scoping meetings.

Questions and suggestions from the audience:

Are the agency meetings open to the public?

- Answered that public meetings are open, and that we anticipate coming to additional neighborhood group meetings in the future so that the study comes to the groups rather than asking groups to come to us.

Two other neighborhood groups that should be contacted are the Holbrooke and Morse Park Neighborhood Associations.

Will this study look at signage along 6th Avenue? The sign announcing the Wadsworth exit on westbound 6th Avenue is now so far west that it's easy to miss the exit.

- Answered that yes, we will look at signage placement. Kirk noted that the VMS likely caused the shifting of the Wadsworth exit sign farther west, due to visibility issues.

Please explain how you will be using the context sensitive solutions process on this project.

- We will work with the public throughout the study to address impacts in a manner that achieves consensus. We want the public to inform the study, and for us to work openly with the public, throughout the course of the study so that there are no surprises at the end.
- Paul Ditson noted that the demographics of the drivers in the area should be kept in mind. There are a lot of elderly drivers and a lot of high school drivers. Elderly drivers are more timid about entering the traffic stream when entering 6th Avenue, and younger drivers are inexperienced. Our study should consider these types of demographics.

Colorado School of Mines did a study of noise walls along 6th Avenue between Simms and Indiana Street. The team should take a look at the study.

RTD is not listening to the neighborhoods about the traffic impacts that will result from the station on Wadsworth and 13th. Please learn and a) listen to the neighborhoods during this study, and b) consider the traffic impacts, even if RTD isn't.

Will this project widen Wadsworth between 6th Avenue and 13th Avenue, and how will we take into account or affect development that may result from the light rail line and station.

- Answered to both of these statements that the study will work with both RTD and Lakewood to look at the traffic impacts from the light rail station and associated future transit-oriented development.



US 6 / Wadsworth Environmental Assessment Including Improvements from 3rd to 13th Avenues

Purpose:	Two Creeks Neighborhood Association Board Meeting - introduce project and gather early input		
Day:	Saturday	Date:	July 21, 2007, 8:30 a.m.

Location:	Mountair Christian Church	
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Participants:

Attendee	Representing
Two Creeks Neighborhood Association Board Members, Elected Officials, City of Lakewood Staff	
Seyed Kalantar	CDOT
Tim Eversoll	CH2M HILL
Colleen Kirby Roberts	CH2M HILL

Discussion Items

The purpose of the meeting was to introduce the study, and to gather information from the group.

Tim introduced the study, discussed the agencies participating in the study, explained how the project schedule might look and that this project is on a more aggressive schedule than typical, explained the NEPA process, and noted key decision milestones where the public will have input.

Colleen noted that we are currently in the scoping phase and would like input and feedback from the neighborhood group about the issues we're studying. She noted the dates and times of the upcoming scoping meetings.

Questions and suggestions from the audience:

Construction of this project should be coordinated with other construction projects in the area, particularly the reconstruction of Sheridan, so that multiple major routes aren't closed at the same time. The project also needs to consider how traffic within the neighborhoods will be impacted during construction.

Request for value engineering early in the project, rather than at the end.

Concern that traffic impacts of new, denser development (resulting from West Corridor rail line and transit station) are taken into account during our study. Group noted that more people will be moving into the neighborhood because of new and denser development and industrial site redevelopment, and those people bring their cars with them. Despite their increased use of the rail line, there will still be more people making more vehicle trips to local destinations.

Request that the study look at traffic signal timing. Lights on Wadsworth are currently not in sequence, and drivers have to wait through multiple lights.

Request that we don't schedule meetings that conflict with other meetings.

There are two information kiosks in the neighborhood where we can post project information: one at Molholm School, and one at Newland Park on 13th and Newland. Send project information to Maddie Nichols (group co-chair) and she will post in kiosks.

Group sends their newsletter out quarterly. Deadline for next newsletter is September 1. Provide updates to Chris Boyd, who manages the newsletter. Her contact information: 810 Benton Street, Lakewood, CO 80214, cjboyd5@msn.com.



US 6 / Wadsworth Environmental Assessment Including Improvements from 3rd to 13th Avenues

Purpose:	West Colfax Community Association Monthly Meeting - introduce project and gather early input		
Day:	Wednesday	Date:	August 15, 2007, 7:30 a.m.
Location:	Rocky Mountain College of Design, Lakewood (1600 Pierce)		

Participants:

Attendee	Representing
West Colfax Community Association members, City of Lakewood staff and elected officials	
Seyed Kalantar	CDOT
Kirk Webb	CDOT
Tim Eversoll	CH2M HILL
Mandy Whorton	CH2M HILL

Discussion Items

The purpose of the meeting was to introduce the study, and to gather information from the group. The original presentation was scheduled for 15 minutes but was extended to approximately 45 minutes because of member interest in the project.

Seyed introduced the study. Tim provided information on the EA process and schedule, discussed the agencies participating in the study, explained how the project schedule might look and that this project is on a more aggressive schedule than typical. Mandy presented information on the NEPA process, noted key decision milestones where the public will have input, and explained the scoping phase. A copy of the presentation is attached. After the presentation, the audience asked a number of questions.

Audience Questions and Comments

Will the US 6 bridge over Wadsworth be replaced?

It is likely that fixing the interchange will require a new bridge but it is too early in the process to say with certainty that replacement will occur or any of the details about when or how it would be replaced.

Multiple construction projects in the area will create traffic issues for surrounding roadways. It is possible that construction could occur at the same time as other planned construction, such as Sheridan improvements, West Corridor light rail, Federal Center master plan improvements, St. Anthony's Hospital, etc. Will that be considered in the timing of construction?

Yes, the study will look at construction phasing and effects of construction on area businesses and residences.

Is the US 6 bridge over Wadsworth one of CDOT's 150 structurally deficient bridges?

Yes, it is classified as structurally deficient for its poor deck condition. The structure is in relatively good shape, and replacing the bridge deck would solve the structural deficiency issues. The overall sufficiency rating of the bridge is not that low compared to other structurally deficient bridges.

Will the project really happen?

There is no construction funding available for the project right now. The project is included in CDOT's statewide transportation implementation plan and the fiscally constrained regional transportation plan as one that CDOT could build in the next twenty years. Because the project is a high priority for the project sponsors, improvements stand a good chance of receiving funding. CDOT cannot apply for funding until the environmental process is complete. One thing that may seem contradictory is that CDOT is required by regulations to look at a No Action or "do nothing" alternative in the environmental study. It is not likely that doing nothing will be a reasonable solution in this case but CDOT will still look at it so it is on the table.

Concerns with RTD's West Corridor light rail plans. A number of people expressed concern about the public process for RTD's West Corridor light rail and suggested that CDOT be careful to document all agreements with RTD. The concerns with the West Corridor focused on commitments that were promised during the EIS process but have not been included in the design phase. Several people mentioned that the experience on the West Corridor has led some to distrust the NEPA process.

The project team acknowledges the frustration with some of the light rail decisions and will work with the community throughout the process to avoid surprises or misunderstandings.

Does CDOT trump RTD?

CDOT is coordinating with RTD to ensure that the West Corridor improvements are complementary to the Wadsworth improvements, but CDOT does not have any authority over light rail.

Why are you looking at Wadsworth when Kipling and Simms/Union are going to have more changes and future traffic?

The Kipling and Simms/Union interchanges have both been identified as projects that CDOT should consider for improvement. Wadsworth was identified by Lakewood as a higher priority. Bob Murphy, Lakewood City Council, mentioned that Wadsworth is the highest accident location in all of Lakewood. Roger Wadnal, City of Lakewood, noted that the light rail station at 13th and Wadsworth also influenced the prioritization of the Wadsworth corridor.

Schools provide a good avenue for reaching people, and registration/back-to-school may be a good time to reach residents.

Flyers about the public meeting on August 21 were distributed and included in registration packets for most of the area schools. The project team agrees that coordinating with schools is a good way to reach potentially affected residents.

The West Colfax Community Association needs to be thinking about the effects of construction on US 6, which may force east-west traffic onto Alameda and Colfax. This could be a disruption or opportunity but the members should be thinking about a response now.

The study will look at construction phasing and traffic effects both north-south and east-west. It is great that the WCCA identifies these potential issues now so that we can be sure they are evaluated in the EA.

Other Items

Members expressed interest in continuing to be informed of the study progress and requested updates at future meetings for key milestones. There is no need to attend every meeting but this is a good forum to exchange information.

Lakewood on Parade is coming up and would be a good venue for CDOT to share project information. Mary Bindner provided information to CH2M HILL and CDOT. (After the meeting, CDOT decided to purchase an informational booth and attend the Lakewood on Parade event.)

Doug Stiverson will email a copy of the meeting sign-in sheet and minutes to Tim Eversoll.



US 6 / Wadsworth Environmental Assessment Including Improvements from 4th to 14th Avenues

Purpose:	Agency Scoping Meeting - introduce project and gather input on purpose and need, environmental issues, and streamlining techniques		
Day:	Thursday	Date:	August 16, 2007, 8:30 a.m. - 2:30 p.m. (three sessions)
Location:	CDOT Headquarters, Shumate Building, Denver		

Participants:

Attendee	Representing
See sign-in sheet in <i>US 6/Wadsworth Environmental Assessment Scoping Summary Report</i>	Local, state, and federal agencies with interest in the project
Carolyn Washee-Freeland	CH2M HILL
Carrie Schomig	TEC
Colleen Roberts	CH2M HILL
David Singer	CDOT R6
Glen Selover	CH2M HILL
Jeff Cerjan	Hankard
Joe Hammond	CH2M HILL
Karl Buchholz	Navjoy
Kirk Webb	CDOT R6
Loretta LaRiviere	CH2M HILL
Mandy Whorton	CH2M HILL
Matt Santo	Pinyon Environmental and Engineering
Mike Anders	HC Peck
Monika Dengis	CH2M HILL
Randy Furst	CDOT R6
Sandy White	CH2M HILL
Seyed Kalantar	CDOT R6
Tim Eversoll	CH2M HILL
Vanessa Henderson	CDOT EPB

Zeke Lynch	CH2M HILL
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Discussion Items

The purpose of the meeting was to introduce the study and gather information from local, state, and federal agencies with interest, jurisdiction, or special expertise that could benefit the US 6 / Wadsworth Environmental Assessment (EA). The meeting was divided into three sessions in order to group topics of interest and focus discussion. The schedule, invited external agencies, and topics covered are presented in Table 1. The project team also invited CDOT Headquarters and Region 6 staff responsible for these topic areas for CDOT.

TABLE 1
Schedule of Agency Scoping Meetings, US 6 / Wadsworth EA

Time	Invited Agencies	Topics of Interest
8:30 a.m. to 10:00 a.m.	Colorado Department of Local Affairs Colorado State Parks Denver Regional Council of Governments Department of Housing and Urban Development (HUD) Federal Transit Administration Jefferson County Administration Jefferson Economic Council U.S. Environmental Protection Agency	Social and Community Resources <ul style="list-style-type: none"> • Bicycles/Pedestrians • Cumulative Impacts • Environmental Justice • Land Use • Public Involvement • Right of Way • Socioeconomics • Visual/Aesthetic Considerations
10:30 a.m. to 12:00 p.m.	Colorado Department of Public Health and Environment, Air Pollution Control Division Colorado Department of Public Health and Environment, Hazardous Materials and Waste Division Department of Interior, Office of Environmental Policy and Compliance Jefferson County Department of Health and Environment Jefferson County Department of Highways and Transportation Regional Air Quality Council State Historic Preservation Office U.S. Environmental Protection Agency (EPA)	Human and Built Environment <ul style="list-style-type: none"> • Air Quality • Archaeology • Hazardous Materials • Historic Resources • Noise • Paleontology • Safety • Section 4(f) / 6(f) • Traffic
1:00 p.m. to 2:30 p.m.	Colorado Division of Wildlife (DOW) Federal Emergency Management Agency EPA U.S. Fish and Wildlife Service Urban Drainage and Flood Control District (UDFCD) U.S. Army Corps of Engineers (USACE)	Natural Environment <ul style="list-style-type: none"> • Floodplains • Hydraulics • Noxious Weeds • Stormwater • Threatened and Endangered Species • Vegetation • Water Quality • Wetlands • Wildlife / Fisheries

TABLE 1
Schedule of Agency Scoping Meetings, US 6 / Wadsworth EA

Time	Invited Agencies	Topics of Interest
8:30 a.m. to 10:00 a.m.	Colorado Department of Local Affairs Colorado State Parks Denver Regional Council of Governments Department of Housing and Urban Development (HUD) Federal Transit Administration Jefferson County Administration Jefferson Economic Council U.S. Environmental Protection Agency	Social and Community Resources <ul style="list-style-type: none"> • Bicycles/Pedestrians • Cumulative Impacts • Environmental Justice • Land Use • Public Involvement • Right of Way • Socioeconomics • Visual/Aesthetic Considerations

Approximately 27 agency representatives attended at least one session. (Several attended multiple sessions.) Sign-in sheets for each of the meeting sessions are included in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*.

The meeting began with sign-in and review of display boards, followed by a presentation and questions from the audience. Each meeting lasted approximately one hour, 30 minutes.

Randy Furst, CDOT Resident Engineer, introduced the study and study participants and provided an overview of CDOT’s mission and goals for the EA. Tim Eversoll, CH2M HILL Project Manager, presented information on the EA process and schedule and discussed the transportation issues in the project area during a fly-through of the Wadsworth corridor. Mandy Whorton, CH2M HILL Environmental Manager, presented information on the existing environmental resources in the project area. The presentation is included in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*.

A copy of all written comments received is provided in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*. The verbal comments received are presented below.

Agency Comments and Questions

Comments or questions are shown in **bold**, and the agency representative is identified in (parentheses) after the comment. If a response was given to a question, the response is shown indented in plain text below the bold question.

SESSION 1: SOCIAL AND COMMUNITY RESOURCES

You did not identify any parks in the project area, but the ball fields at 10th and Wadsworth are a popular and long-standing community park resource. (Larry Mugler, DRCOG)

Yes, the ball fields are important recreation resources. They were not included in the potentially affected area because the fields are located on the west side of the school property (set back away from Wadsworth), and the project is not anticipated to affect them directly.

What is the source of the demographic data? The City of Lakewood does identify the project area as one of the higher concentrations of low-income neighborhoods in the City. (Holly Boehm, City Lakewood Planning)

CDOT's environmental justice analysis uses U.S. Census data and HUD income poverty thresholds to identify low-income populations. Using this method, no low-income populations are present. The school information, however, suggests a much higher percentage of minority and low-income (free- and reduced-lunch-eligible) individuals in the project area. The project team also acknowledges that the neighborhoods in the project area have lower median incomes than the rest of Lakewood. The team will continue to work with Lakewood and others to better understand the apparent discrepancies in data. (Holly explained that she understood the reason for the difference in data sets and measures and would be happy to work with the team to identify low-income or minority populations in the project area that may require special outreach.)

Michelle Rabouin, CDOT EEO, further explained why CDOT uses Census and HUD data. Human Health & Services (HHS) data (presented in the Census) are often not sufficient for measuring income because it uses one value or number across the country. CDOT, therefore, has the option of using HUD data, which more accurately describe poverty conditions in specific regions because they account for cost of living and family size.

Are there any charter schools in the project area? (Michelle Rabouin CDOT EEO)

The Jefferson County Open School located at 10th and Wadsworth is the only charter school in the area. Two private schools also are located within the project area.

Does project team have a specialist for ADA access issues? Lakewood has an issue in another area and would be interested in knowing how CDOT addresses ADA concerns on its projects. (Gail Spencer, City of Lakewood)

Navjoy included American with Disabilities Act (ADA) assessment as part of their pedestrian/bike review. ADA requirements are a part of the project conceptual design standards. Michelle Rabouin offered that CDOT has an ADA specialist (Ben Cordova) in-house for assistance.

Will the Driscoll model be used for of water quality analysis? (Deborah Lebow, EPA)

Yes, unless EPA has another suggestion. (No, EPA has no other suggestion; Driscoll is the best available.)

Although wildlife are not generally a concern in the project area, a bear was sighted in the Two Creeks neighborhood area a couple of years ago. (Gail Spencer, City of Lakewood)

EPA would like to see Energy issues considered in the EA. EPA is particularly interested in energy efficiency in construction. (Deborah Lebow, EPA)

Consideration of energy issues can be included in the scope. Does EPA have any guidance or specific thoughts on what ought to be included? Deboarah responded that other states as well as RTD have some good examples. She will look into it and provide more information if she comes across something that would be helpful.

Lakewood is interested in improving the safety for pedestrians and bicyclists and also wants the project to consider medians and landscaping improvements. (Gail Spencer City of Lakewood)

Improving bicycle and pedestrian mobility has been identified as a need for the project. Controlling access (through medians or other improvements) is also a project need. Landscaping will require agreement among the City of Lakewood staff. Gail noted that the City of Lakewood has internally reached an agreement between maintenance and parks staff and would like landscaping included in the project.

During the alternative assessment process, it will be critical that the City of Lakewood understands the ROW impacts of noncompliant zoning and presents a unified position on the topic (i.e., if a property is non-compliant now, will property need to meet current zoning requirements, or will the City allow the non-compliant zoning to continue?). The City of Lakewood will need to present a unified position on this topic. Bringing parcels into compliance with current zoning could mean relocations are required even though there are no changes to the property use or function. On the Federal Boulevard project this became a major issue that drastically increased the identified ROW relocations, and ROW relocation costs reached half of the current project available budget. The ROW impacts on Federal also became a significant environmental justice issue. Significant ROW acquisition on the project could elevate the status of the EA to an EIS level study. (Greg Jamieson CDOT R6 ROW)

The project team suggested a meeting with CDOT ROW and Lakewood to discuss non-compliant zoning in more detail and gather lessons from the Federal project.

How will you address cumulative impacts for hazardous materials? (Michelle Rabouin CDOT EEO)

Identified hazardous material areas that could be affected by the project will be identified and mitigated in accordance with CDOT's standard process. Because impacted properties are remediated, there are no adverse impacts to disturbance of these properties and no potential for cumulative effects.

SESSION 2: HUMAN & BUILT ENVIRONMENT

Paleontology cannot be dismissed from analysis. Impervious bedrock is present in the area, and excavations for caissons and storm drain systems will penetrate the bedrock. Thin layer rock outcrops that do not show up on geologic maps exist along Lakewood Gulch. (Steve Wallace EPB)

Hazardous materials - there are probably old abandoned gas station sites which need to be researched further. The former Leon Payne car dealership on the west side (Wal Mart site) of Wadsworth would be a specific area to investigate. (Andy Flurkey, CDOT Material Property Mgmt)

Research from the city directory for historic property usage had not yet occurred but was planned to identify these other areas that did not show up in databases.

The project needs to coordinate with CDOT Traffic on model analysis results to ensure consistency with corridor congestion reports. (Mehdi Baziar CDOT DTD)

The traffic analysis memorandum was not provided in the *Summary of Existing Conditions* but is included in the *Existing Conditions for Engineering Elements*. A copy of the latter was provided after the session.

What uses are included in the higher density TOD land use proposed by Lakewood? (Zac Graves, CDOT EPB)

The zoning is for mixed-use commercial and residential.

Jefferson County is interested in impacts on pedestrians and bicyclists and water quality. These issues seem to be covered under the current scope as presented at the meeting. (Mindi Ramig, Jefferson County Public Health & Environment)

Historic - There is a Valentine Diner behind the McDonalds on the Three Margaritas business property. It is hidden and can be easily overlooked. The diner should be evaluated as a historic resource. (Bob Autobee CDOT EPB)

SESSION 3: NATURAL ENVIRONMENT

Wetlands - the three identified areas will most likely be classified as jurisdictional. (Margaret Langworthy, USACE)

Nationwide permits are not applicable to or appropriate for many realignment activities. The team should check the current Nationwide permit regulations before assuming that minor impacts will not require an individual 404 permit. (Margaret Langworthy, USACE)

USACE has done a lot of permitting recently with UDFCD for flood improvements upstream of the project area. These projects have probably affected flow at the drainages, and the team should coordinate with UDFCD. (Margaret Langworthy, USACE)

The team intends to meet with UDFCD. They had a conflict with the scoping meeting but will meet with the team soon.

Opening up channels to account for undersized culverts, may result in increasing wetland boundaries. On the other hand, wetlands may exist due to the undersized culverts causing ponding, and opening them up would impact wetlands by removing the water source. (Margaret Langworthy, USACE)

Wetlands should be referred to as "Wetlands / Waters of the US." (Margaret Langworthy, USACE)

Fish species can be present even in seasonal streams, and the statement that fish are not present should be removed. Consider improved wording on description of existing conditions (stream flows are intermittent versus stream is dry). (Margaret Langworthy, USACE)

Just because the project area is not rich in wildlife does not mean that the project cannot improve natural conditions. The team should actively work with UDFCD during the design phase to provide systems and facilities (e.g., forebay areas, stream ladders, etc.) that benefit wetlands and promote habitat suitable for fish. (Margaret Langworthy, USACE)

Don't minimize the importance of urban areas to provide an oasis for wildlife, especially migratory birds. (Margaret Langworthy, USACE)

Wildlife - The project will likely need an SB40 permit at construction. Consultation with USACE during the EA will cover remaining wildlife issues, and DOW does not expect to have any more involvement in the EA. (Jerrie McKee DOW)

Are there any prairie dogs in the area? (Bryan Roeder CDOT/EPB)

None were observed or documented in the area.



US 6 / Wadsworth Environmental Assessment Including Improvements from 4th to 14th Avenues

Purpose:	Public Scoping Meeting - introduce project and gather input		
Day:	Tuesday	Date:	August 21, 2007, 4:00 p.m. - 8:00 p.m.

Location:	Clements Community Center, 1580 Yarrow St., Lakewood
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Participants:

Attendee	Representing
See sign-in sheet in <i>US 6/Wadsworth Environmental Assessment Scoping Summary Report</i>	Individuals interested in the project.
Aaron Swafford	CH2M HILL
Allen Albers	City of Lakewood
Bill Lang	CH2M HILL
Carolyn Washee-Freeland	CH2M HILL
Claudio Vera	CH2M HILL
Colleen Kirby Roberts	CH2M HILL
David Singer	CDOT R6
Fawn Friend	CH2M HILL
Glen Selover	CH2M HILL
Greg Jamieson	CDOT R6
Jeff Cerjan	Hankard
Karl Buchholz	Navjoy
Kirk Webb	CDOT R6
Loretta LaRiviere	CH2M HILL
Mandy Whorton	CH2M HILL
Randy Furst	CDOT R6
Seyed Kalantar	CDOT R6
Tim Eversoll	CH2M HILL
Vanessa Henderson	CDOT EPB
Zeke Lynch	CH2M HILL

Discussion Items

The purpose of the meeting was to introduce the study and gather information from residents and business owners interested in or potentially affected by the US 6 / Wadsworth Environmental Assessment (EA).

Approximately 71 individuals, not including CDOT, City, or Consultant staff, attended the meeting. Sign-in sheets for each of the meeting sessions are included in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*.

The meeting was an open house format supplemented by two formal presentations. The open house was available from 4:00 p.m. to 8:00 p.m. with presentations at 5:00 p.m. and 7:00 p.m. The majority of people arrived early and stayed for the first presentation only. A limited children's supervised area was available, and one family took advantage of this service. A Spanish translator was also available but no Spanish-only speakers were present at the meetings.

Six stations were staffed by CDOT and Consultant staff. Stations included the EA Process and Schedule, Transportation Issues, Traffic, Noise, Environmental Resources, and Comments. At each station, display boards were used to illustrate aspects of the project. Reduced sized copies of the display boards are included in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*.

For each presentation, Randy Furst, CDOT Resident Engineer, introduced the study and study participants and provided an overview of CDOT's mission and goals for the EA. Tim Eversoll, CH2M HILL Project Manager, presented information about the transportation issues in the project area during a fly-through of the Wadsworth corridor. Mandy Whorton, CH2M HILL Environmental Manager, presented information about the EA process, purpose of scoping, and how to provide comments. The presentation is included in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*.

A copy of all written comments received is provided in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*. The verbal comments received are presented below categorized by topic. In cases where individuals identified themselves to the project team, their names are included in parentheses after the comment.

NOISE

- Noise mitigation needs to be provided (Joyce Wooster)
- Noise and vibration issues have not been well handled by RTD
- If the ramp is to be rebuilt, a sound barrier would be helpful on the SE side of the interchange
- Look at stone matrix asphalt (SMA) to help with noise reduction (Gwyn Green)
- Check on cracks in noise barriers, existing east of Wadsworth and maintain properly
- Look at quieter paving
- Look at sound absorptive barriers
- Request specific (roadway noise) noise thermometer with regulations

- Measure/model baseline and project noise deeper in neighborhoods. Walls reflect sound and make it worse for houses far away from the highway.
- Consider using sound absorptive noise walls. Homes farther away from US 6 are “noisier” with the walls than without.
- Noise walls should go from Wadsworth to Kipling as there are homes there
- If a wall is not extended from Wadsworth all the way to Kipling then policy makers/decision makers need to stand in our yards and listen!
- Noise walls needed on 6th Avenue.
- Houses in this area are on land higher than 6th Avenue to the south. Perception that noise walls are not effective for this area. (Margaret Turner; resident along 9th Avenue & Turner east of Wadsworth)
- Noise walls on Wadsworth would not be permitted by Lakewood zoning.
- One local noise specialist said build a noise wall for this area and just about any development can be done with out much opposition. (Team member indicated that the study has to show if any noise mitigation, not necessarily a wall, is needed; and it will be part of the process).

SAFETY

- Resident at Vance and Frontage Road witnesses accidents daily along ramps
- Speeds on 6th Avenue have probably contributed to increased accidents at the east-bound ramps. (Bill & Kimberly Strotz, 594 Webster Street)
- Speeds along the frontage road increased significantly when CDOT cut a tree down at a private residence at Webster Street and the Frontage Road. The tree provided some traffic calming; CDOT said it caused “sight” problems but there is no intersection, only a curve, and CDOT didn’t ask permission to cut the tree down. (Bill & Kimberly Strotz, 594 Webster Street)
- The guardrail separating the east-bound 6th ramp from the SE Frontage Road is continually damaged and in need of repair due to frequent crashes from both sides. Sometimes it is months before it is repaired leaving little or no barrier protection. (Bill & Kimberly Strotz, 594 Webster Street)
- Excess speed on Frontage Road and Webster Street makes entering road from driveway difficult at times as well as unsafe for children at play (our house and apartments next door). (Bill & Kimberly Strotz, 594 Webster Street)
- Carr Street access to eastbound 6th requires a dangerous merge with weaving movements from the southbound Wadsworth exit movement. Frequent traffic backups on eastbound 6th and surrounding side streets (Yukon and 5th) during peak travel times. Also, many side streets dead end and are discontinuous in this southwest quadrant of the intersection.
- 65 mph speed limit on 6th Avenue is a major concern for safety in navigating the entrance to 6th Avenue

- Most drivers do not honor the yield signs at the 6th/Wadsworth interchange (Charlie Able; Candidate of City Council Ward 1)
- Need dedicated bike paths or striping to separate bikes from motorized vehicles.
- Loop ramps are dangerous due to tight radius and low speed.
- The 65 mph speed limit on 6th Avenue is too high
- The high speed on 6th Avenue is the problem. Speed differentiation is the cause of the accidents, almost daily. What study, if any, supports the 65 mph speed limit? Why don't we drop speed limit to 55 mph? A short distance to the east near Sheridan Boulevard, speed limit is 55 mph. Drop of speed limit can help with getting on/off ramps. (Project staff explained that this section of US 6 has the characteristics of a road with 65 mph speed limit, therefore it is designated as so. Speed limit is set at 85% of going speed. Lowering speed limit to 55 mph will create compliance issues. People will drive at the speed that feels proper for the physical condition of the road.)

ACCESS AND TRAFFIC ISSUES

- Have difficulty even making a right turn onto Wadsworth from Highland, let alone left.
- Prohibit u-turns and illegal lefts with mistakes at interchange
- Add more time on 10th Ave. signal
- Look at signalizing ramps - metering at interchange
- Merge/weave are concerns (Joyce Wooster)
- Look at cut-through traffic at 9th/10th/Teller
- Southwest corner of 5th & Wadsworth: vehicles cut through gas station to avoid cars making a left onto northbound Wadsworth.
- Difficult to go southbound on Wadsworth from residence along frontage road at northeast quadrant of interchange. Has to drive on the eastbound off ramp and travel north on Wadsworth up to 10th Avenue to make a safe U-turn. (Kathryn Gunderson; resident on frontage road in NE corner of interchange)
- Peak hour traffic congestion on southbound Wadsworth - drivers turning south off of 4th Avenue wanting to turn left (east) at 1st Avenue can not make the merge because of heavy traffic. (Charlie Able; Candidate of City Council Ward 1)
- No sidewalk along the west side of Wadsworth through the interchange. (James Hristosarbs; Westwood Inn Restaurant owners; corner of 6th/Wadsworth Interchange)
- Will the traffic model take into account the impacts of Lakewood's new transit zoning around the RTD 13th Street light rail station? Resident's opinion is this will result in increased vehicle and pedestrian traffic through the neighborhood. (Sara Farrar-Nagy; resident on 13th Avenue east of Wadsworth, Two Creeks neighborhood)
- Extending Xenon Street could be an option that would reduce impacts to the Westwood Inn.

- 5th Avenue should be extended as planned by the City.
- Do not open up access at 8th (on the west side)
- Traffic along Wadsworth has increased substantially since the opening of Belmar.
- CDOT should widen 6th Avenue and make it an interstate.
- Would the University and I-25 interchange type (SPUI?) work in this area?
- Will the slip ramps on the west side of US 6 be included in our study? (Yes, they are part of our study.) These ramps are dangerous. (We realized that at early stages of the study.)

EJ

- There are a lot of rentals on east side between 8th and 13th with high minority population. Make sure to check renters and not owners.

ROW

- Concerned that the new interchange configuration could require right-of-way acquisition. Can they build a retaining wall to reduce the need for ROW, so my property is less affected? (James Hristosarbs; Westwood Inn Restaurant owners; corner of 6th/Wadsworth Interchange)
- Realizes their property will be one of the most likely to be acquired due to the improvements to the interchange. Wanted to know how the ROW process worked with CDOT projects. Directed Charlie to meet with Greg Jamieson / CDOT-ROW. (Charlie; owner of the Edit House, AA Meeting Center on SE corner of 6th/Wadsworth interchange)
- Property owner at Vance near the interchange would like to sell his house to CDOT

NOXIOUS WEEDS

- Concerned about noxious weeds that are present in the project area and to the southwest. There are horses and other animals that come into contact with them. The project should identify existing noxious weeds and take steps to minimize the spread of seeds during construction. (Charley Able)

DRAINAGE AND UTILITIES

- Flooding on Lakewood Gulch and Wadsworth was reported with large amounts of trash conveyed within Lakewood Gulch.
- Irrigation ditch and culverts will require coordination for location and size.
- Lower Lakewood gulch crossing of Wadsworth has backed up. Recent heavy snow falls this past winter caused significant backup of the channel. (Walter; resident south of 6th Avenue - Linvale HOA)
- Wanted the project team to be aware of existing ditch systems in the neighborhood. Mentioned the School Lateral Ditch. Also the RTD West Corridor project will result in relocation of a number of utilities along 13th Avenue. The project team should be

aware of the changes being proposed. (Maddie Nichols; resident in Two Creeks neighborhood)

MAINTENANCE

- Lack of snow storage and removal was mentioned as a concern for the study area. Insufficient snow storage (shoulders, etc.) results in heavy amounts of snow impeding traffic in an already congested corridor.
- Need to consider areas for snow storage so that the snow does not block pedestrian and bike paths.
- Maintenance along the existing noise walls on 6th Avenue, east of Wadsworth is needed. Apparent holes in the wall. (Deanna, Lakewood Sentinel, and others)
- Does placing landscape in median require purchasing of more ROW and what will be the overall effect? (Since we usually need 16 feet of median for left turn lanes, landscaping by itself may or may not affect ROW purchase. But having landscape in median creates maintenance issue, adds moisture to the subgrade that can lead to pothole issues, overgrown trees can limit the sight distance.) She said that some areas have xeriscape that need little water with short growing vegetation.

MISCELLANEOUS

- Is Lakewood still planning to extend Yukon to 4th? (James Hristosarbs; Westwood Inn Restaurant owners; corner of 6th/Wadsworth Interchange)
- Concerned that City of Lakewood is focused on urban renewal along Wadsworth. Perception is their goal is to clear out unwanted businesses. (James Hristosarbs; Westwood Inn Restaurant owners; corner of 6th/Wadsworth Interchange)
- Send copy of noise graphic (in packet) to Gwyn Green – gwyngreen@comcast.net
- Post boards to website, Zeke told people to view them there.
- All residents in study area should be notified individually. Notify residents early, one week before a public meeting isn't enough time. Frustrated that Lakewood isn't notifying residents affected by zoning changes. The Eiber Group also isn't communicating. (Kathy Knoble)
- There is a plume next to the Credit Union in the southeast quadrant. (Charley Able)
- Requests the project team come to the Mid Lakewood Civic Association meeting on October 5 to make a presentation. Area includes residential zone south of 6th Avenue around Carr Street. (Darel Saindon).
- Community Resources Map has a couple of errors (noted on the map)
- What is the time horizon for this project? Build a project that will last for next 50 years. What good does it do if it is under capacity by the time you finish construction. Then it is good only for 27 years.
- Is this going to be built in 5, 10, or 20 years? (We do not have any plans or budget for now. We are on SB 1, if we build anything hopefully we will be much sooner than 10 to 15 years.)

- A resident noted concerns about possible simultaneous multiple construction activities. (This concern will be part of the study, and the project team will look at how to mitigate the effects on neighborhoods.)
- It is not just the noise but seeing the constant traffic is a problem.



US 6 / Wadsworth Environmental Assessment Including Improvements from 4th to 14th Avenues

Purpose:	O'Kane Park Neighborhood Association General Membership Quarterly Meeting - introduce project and gather early input		
Day:	Tuesday	Date:	August 28, 2007, 7:00 p.m.
Location:	Washington Heights Arts Center (6375 W. 1st Ave., Lakewood)		

Participants:

Attendee	Representing
See sign-in sheet	O'Kane Park Neighborhood Association members, City of Lakewood staff, and elected officials
Seyed Kalantar	CDOT
Kirk Webb	CDOT
Tim Eversoll	CH2M HILL
Mandy Whorton	CH2M HILL

Discussion Items

The purpose of the meeting was to introduce the study and gather information from the group. Approximately 30 neighbors attended the meeting. The presentation and questions was the first item on the agenda, and the presentation and questions and answers lasted approximately 45 minutes. The issues board and handouts were available throughout and after the meeting. The meeting adjourned at approximately 8:45.

Seyed introduced the study. Tim provided information on the EA process and schedule, discussed the agencies participating in the study, explained how the project schedule might look and that this project is on a more aggressive schedule than typical. Mandy presented information on the NEPA process, noted key decision milestones where the public will have input, and explained the scoping phase. A copy of the presentation is attached. After the presentation, the audience asked a number of questions.

Audience Questions and Comments

Visual Resources and Aesthetics are not categorized as important issues. Is this because the current environment is not important or because the aesthetics of the future design is not an important consideration?

The existing viewsheds were analyzed, and because of topography, presence of noise walls, visual clutter of commercial development with uneven setbacks and sidewalks, and the expansive nature of the roadways, there were no significant views in the corridor that were important to protect. Creating a visually pleasing project that fits better into the community, however, will be an important consideration for design.

When will construction of the project be completed?

The schedule of 1-2 years for the environmental study and 6-12 months for design is CDOT's best estimate for when the project will be ready to be constructed. Construction is dependent on funding, and CDOT cannot apply for federal funding until the environmental process is complete. The project is a high priority, however, and CDOT would like to complete construction before the opening of the West Corridor light rail in approximately 2012.

How much more space do you need to fix the weaves and acceleration/deceleration lanes at the interchange?

We have not done any design at this point, but CDOT does have right-of-way to work with in the interchange area, particularly on the west side where the loops are not as tight as on the east side. It is likely that right-of-way will be required for both the interchange and Wadsworth improvements, and minimizing impacts to property owners will be an important consideration in the evaluation of alternatives.

How wide will Wadsworth need to be? Will it look like a freeway?

We do not have a design yet to answer what it will look like. CDOT's current right-of-way along Wadsworth varies from 85 to 100 feet, and it is unlikely that this width will be sufficient to provide needed transportation improvements. Review of the existing problems in along Wadsworth suggest that providing pedestrian and bicycle facilities, drainage and water quality treatment, additional travel lanes, and controlling accesses will require more space than CDOT's current right-of-way. The classification and function of Wadsworth will not likely change, however.

No change to the interchange will be effective unless 6th Avenue is widened. Even if you can get onto 6th Avenue easier than today, 6th Avenue remains congested through I-25. Does CDOT have plans to widen 6th Avenue to address the real congestion problem?

CDOT has conducted some preliminary analyses of widening 6th Avenue, and the need is there. No funding has been identified to support this need, and, because of prohibitively high right-of-way acquisition costs, it is not likely that funding will be directed to this need. Right-of-way costs have been identified as a fatal flaw for widening of 6th Avenue.

How much is this going to cost, and what year dollars are you using for estimates?

It is difficult to do cost estimates without a specific design, so the cost estimates are a ballpark figure. In its planning documents, CDOT has estimated \$70 million for this

project, and we will need to work to stay within that budget. The construction estimate will be refined after the project is designed. CDOT is well aware of the escalating costs of construction, and the longer the study takes and the longer that it sits waiting for funding, the harder it will be to complete the project economically.

Other Items

Generally, the O'Kane HOA seemed most interested in changes to the interchange and much less interested in the interaction with light rail or other changes on Wadsworth than the neighborhoods north of the interchange. Members expressed support for the project and the outreach approaches of the project team.



Scoping Summary Report

APPENDIX L

Written Comments

Whorton, Mandy/DEN

From: Alison_Michael@fws.gov
Sent: Monday, August 13, 2007 2:55 PM
To: Whorton, Mandy/DEN
Cc: jeff.peterson@dot.state.co.us
Subject: Re: US 6 and Wadsworth Environmental Assessment

Hi Mandy,

I did receive the information, and whenever I go to look at it, I get distracted. It is unlikely I will attend the meeting. The only Service concerns I see are with migratory birds, and CDOT is generally pretty good about assessing habitat, conducting surveys, and avoiding impacts. What we like to see are timing restrictions, that is, don't conduct work between May 1 and August 15, or be sure to remove trees and shrubs within the project boundary or that will be disturbed by the project which may be used for nesting, between August 15 and April 31. Prevent nesting on bridges if the bridge is to be removed during the nesting season (May 1 - August 15). I suspect that only pigeons use the US6 bridge over Wads, but I could be wrong, and pigeons aren't protected anyway.

Thanks,
Alison

<Mandy.Whorton@CH
2M.com>

08/13/2007 02:31
PM

<Alison_Michael@fws.gov>

To

cc

Subject

US 6 and Wadsworth Environmental
Assessment

Hi Alison,

I dropped off some background information for you with Susan Linner on Thursday about the US 6 and Wadsworth Boulevard Environmental Assessment. Did you receive the information? Do you think you will attend the meeting?

Thanks
Mandy
Mandy Whorton
CH2M HILL
9193 South Jamaica St
Englewood, CO 80112
720-286-5239 (CH2M HILL office)
303-886-6258 (cell)
mwhorton@ch2m.com

Whorton, Mandy/DEN

From: Fowler.Sarah@epamail.epa.gov
Sent: Friday, September 14, 2007 1:15 PM
To: Whorton, Mandy/DEN
Subject: Re: US 6 and Wadsworth Environmental Assessment

Mandy, I now realize that the M. Gulch is adjacent to the frontage road. If an individual permit is needed, the Section 404(b)(1) Guidelines (40 CFR 230) should be used as the regulations requiring avoidance of impacts, minimization, and compensation for only unavoidable impacts to waters of the U.S. If avoidance is not possible, the riparian system should be replaced with an appropriate tree replacement ratio. The Corps has more guidance on that specific issue.

Sarah Fowler, Biologist
Wetlands and Watershed Unit, EPR-EP
EPA Region 8
1595 Wynkoop Street
Denver, CO 80202-1129
303-312-6192
fax 303-312-7206

<Mandy.Whorton@C
H2M.com>

09/10/2007 09:29
PM

To
Sarah Fowler/EPR/R8/USEPA/US@EPA
cc

Subject
US 6 and Wadsworth Environmental
Assessment

Good afternoon,

I am writing to follow up on scoping information I sent to you for the US 6 and Wadsworth Environmental Assessment. We held agency scoping meetings on August 16. Deborah Lebow attended the meetings and provided comments on behalf of EPA. I wanted to be sure, however, that you didn't have any comments that you wanted to provide to help us define the scope of issues to be analyzed in the EA or provide any input into environmental analysis methodologies. When we talked before the meetings, I understood that you did not feel that you had much to contribute to the EA at this time but I wanted to confirm for our records a couple of things:

Confirm that you have no comments at the time ___ (Y/N)
Confirm that you do/do not want to continue to be on our contact list.

Thank you very much,
Mandy Whorton
CH2M HILL
9193 South Jamaica St
Englewood, CO 80112



**COLORADO
HISTORICAL
SOCIETY**

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

August 7, 2007

Kirk Webb
Project Environmental Manager
CDOT, Region 6
2000 South Holly Street
Denver, CO 80222

Re: US 6 and Wadsworth Environmental Assessment Scoping Meeting. (CHS #50636)

Dear Mr. Webb,

Thank you for your correspondence dated July 25, 2007 and received by our office on July 26, 2007 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

Unfortunately, our office is not able to attend the scoping meeting scheduled for August 16, 2007 for this project. We would like to use this letter to recommend that CDOT begin the Section 106 process as early in the planning process as possible. We have included a flow chart that illustrates the relationship between NEPA and Section 106. We recommend identifying consulting parties during the scoping stage so that you may gather their comments earlier in the process. Once the consulting parties are determined, we recommend initiating consultation with our office and the other consulting parties regarding an appropriate Area of Potential Effects (APE) for the project.

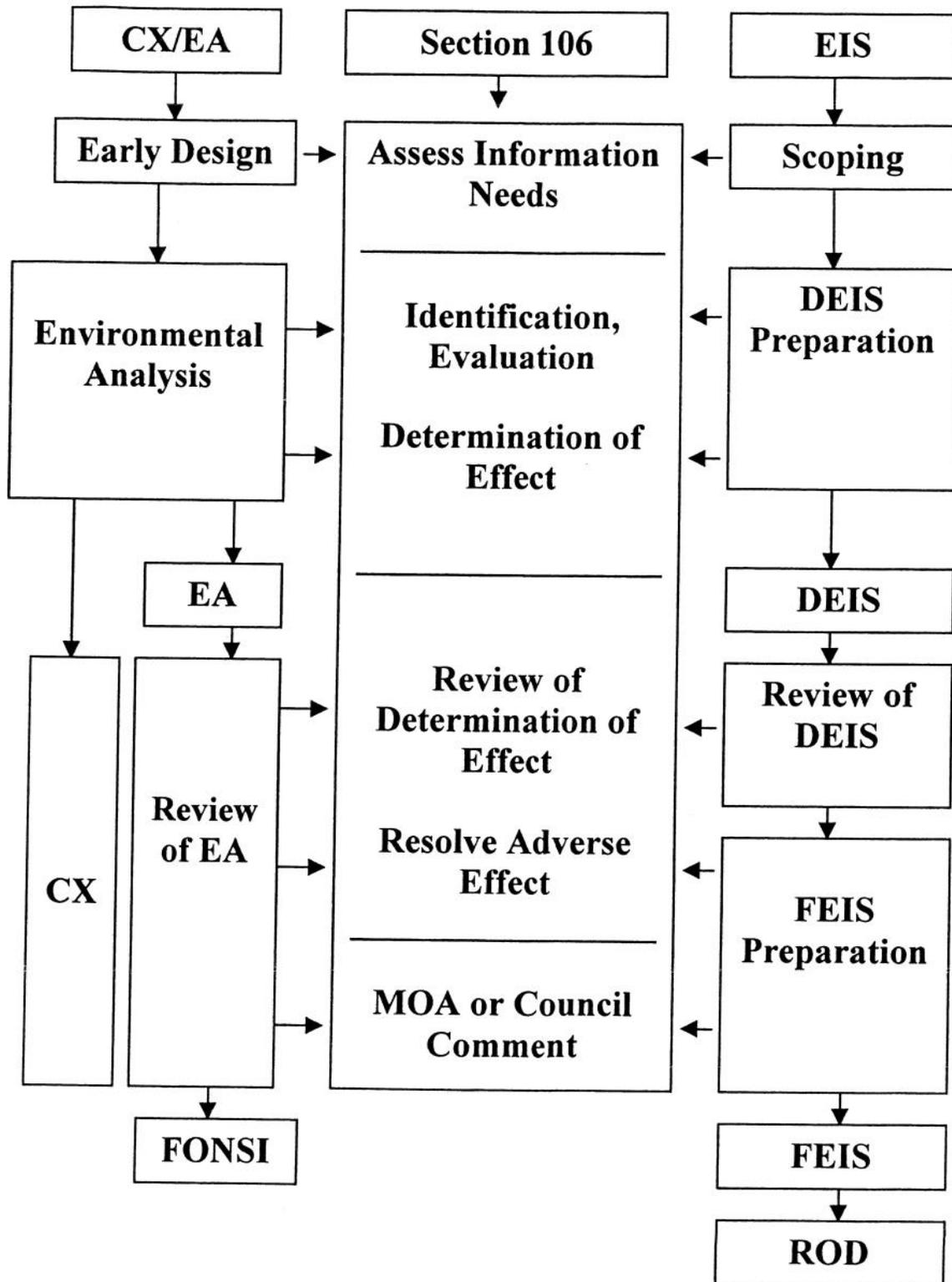
We apologize for not being able to attend the meeting, but hope the above comments will aid during the scoping process. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,

Mark Wolfe
for Georgianna Contiguglia
State Historic Preservation Officer

Cc: Dianna Litvak /CDOT Region 6

COORDINATION BETWEEN NEPA AND SECTION 106



The Public and Consulting Parties must be notified and given the opportunity to comment during each step of the Section 106 review process.

Environmental Scopes and Methodologies (Reference Summary of Existing Conditions, Sections 3 & 4)

- I have reviewed the list of resources proposed for detailed analysis and agree / disagree (circle one) that the scope of analysis is appropriate.
- I have reviewed the proposed methodologies for environmental impact analysis and agree / disagree (circle one) that the methodologies are appropriate.

Would encourage for water quality analysis to look at e.coli impacts.

DRCE's plans include a fixed guideway transit in the Wadsworth corridor Post-Fallbrook. You might include this in the alternatives study

EA Streamlining Process

- What can CDOT do on this project to streamline your Agency's participation in the EA?
 What do you see as your level of involvement: Review Final Documents Participate in Regular Meetings Other: _____

- What do you think about the streamlining techniques conducted for this project?
 Agency Partnering/Chartering: Useful Not useful Don't Have an Opinion
 Summary of Existing Conditions Report: Useful Not useful Don't Have an Opinion

Other Comment(s)

Keep Me on the Mailing List for Future Project Information

The best way to reach me is by: Letter Email Fax



Agency Comment Form

First Name: Mindi Last Name: Ramig Agency: Jefferson County Dept. of Health + Environment
 Address: 1801 19th St. City: Golden Zip Code: 80401
 Email Address: mramig@jeffco.us

My Agency's Areas of Interest Are:

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Threatened or Endangered Species |
| <input type="checkbox"/> Archaeological Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Section 4(f) Resources |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noxious Weeds | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Environmental Justice | <input type="checkbox"/> Paleontological Resources | <input type="checkbox"/> Vegetation |
| <input type="checkbox"/> Farmlands | <input type="checkbox"/> Relocation/Right-of-Way | <input type="checkbox"/> Visual Quality/Aesthetics |
| <input type="checkbox"/> Floodplains | <input checked="" type="checkbox"/> Pedestrians and Bicyclists | <input checked="" type="checkbox"/> Water Quality/Water Resources |
| <input type="checkbox"/> Geology | <input checked="" type="checkbox"/> Recreation | <input type="checkbox"/> Wetlands |
| <input checked="" type="checkbox"/> Hazardous Materials/Wastes | <input type="checkbox"/> Socioeconomics | <input type="checkbox"/> Wildlife and Fisheries |
| <input type="checkbox"/> Historic Properties | <input type="checkbox"/> Soils | |

Question/Comment

Project Purpose and Need (Reference Summary of Existing Conditions Report, Section 2)

- Does the purpose and need establish a basis for evaluating a reasonable range of alternatives? Does it establish a need for action and expenditure of public funds?

Yes, I believe that it does. In our view this area is in critical need for improvements and therefore the expenditure of funds is appropriate.

Environmental Scopes and Methodologies (Reference Summary of Existing Conditions, Sections 3 & 4)

- I have reviewed the list of resources proposed for detailed analysis and agree / disagree (circle one) that the scope of analysis is appropriate.
- I have reviewed the proposed methodologies for environmental impact analysis and agree / disagree (circle one) that the methodologies are appropriate.

EA Streamlining Process

- What can CDOT do on this project to streamline your Agency's participation in the EA?
 What do you see as your level of involvement: Review Final Documents Participate in Regular Meetings Other: _____

↳ at least to a certain extent, depending on frequency and agenda of meetings. Would like to be involved some during the process prior to the final documents stage.

- What do you think about the streamlining techniques conducted for this project?
 Agency Partnering/Chartering: Useful Not useful Don't Have an Opinion
 Summary of Existing Conditions Report: Useful Not useful Don't Have an Opinion

Other Comment(s)

Very helpful to know what's happening with this project and the focus thus far. Thank you for contacting us.

Keep Me on the Mailing List for Future Project Information

The best way to reach me is by: Letter Email Fax

Whorton, Mandy/DEN

From: Allen Albers [AllAlb@lakewood.org]
Sent: Thursday, August 23, 2007 1:35 PM
To: Whorton, Mandy/DEN
Subject: FW: Photos

Mandy

FYI.

Allen

-----Original Message-----

From: John Paliga
Sent: Thursday, August 23, 2007 11:20 AM
To: Allen Albers
Subject: RE: Photos

Alan,

No go on the photos at this end.

We do have some comments for you re: the Wads/6th EA PowerPoint:

- **Section 4(f) and 6(f) Resources:** There is a 4f property in the study area, Two Creeks park (undeveloped) between 10th and 12th on the east side of Wads. There is actually a small bit of park Wads frontage at Dry Gulch.
- **Water Quality:** The noted drainages are not generally dry during the year, all have perennial baseflows year-round.
- The City would like the scope to include a ped underpass of Wads at Lakewood Gulch.

Please let me know if you can forward these comments to CH2MHill or if I need to submit an agency comment sheet.

Thanks

-----Original Message-----

From: Allen Albers
Sent: Thursday, August 23, 2007 10:05 AM
To: Allen Albers; Anne Heine; David Abbink (E-mail); David Baskett; Dick Plastino; Gail Spencer; Holly Boehm; Jay Hutchison; Jeff Streeter; John Griffith; John Padon; John Paliga; Mark Doering; Michael Connor; Mike Becker; Neil Marciniak; Rob Smetana; Roger Wadnal; Steve Steinberger; Ted VanHorn; Terry Rogers; Vince Casteel
Subject: FW: Photos

All:

Terry? Anybody?

Thanks for your help.

[Allen](#)

-----Original Message-----

From: Mandy.Whorton@CH2M.com [mailto:Mandy.Whorton@CH2M.com]

Sent: Thursday, August 23, 2007 7:14 AM

To: Allen Albers

Subject: Photos

Hi Allen,

I was wondering if anyone at the City has photos of flooding of Lakewood and/or Dry Gulches?

Thanks
Mandy

Environmental Scopes and Methodologies (Reference Summary of Existing Conditions, Sections 3 & 4)

- I have reviewed the list of resources proposed for detailed analysis and agree / disagree (circle one) that the scope of analysis is appropriate.
- I have reviewed the proposed methodologies for environmental impact analysis and agree / disagree (circle one) that the methodologies are appropriate.

EA Streamlining Process

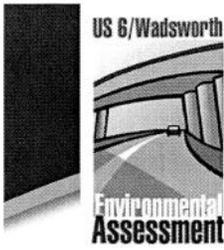
- What can CDOT do on this project to streamline your Agency's participation in the EA?
 What do you see as your level of involvement: Review Final Documents Participate in Regular Meetings Other: _____

- What do you think about the streamlining techniques conducted for this project?
 Agency Partnering/Chartering: Useful Not useful Don't Have an Opinion
 Summary of Existing Conditions Report: Useful Not useful Don't Have an Opinion

Other Comment(s)

Keep Me on the Mailing List for Future Project Information

The best way to reach me is by: Letter Email Fax



Agency Comment Form

First Name: Sheble Last Name: McConnellogue Agency: CDOT
Address: 4201 E. Arkansas City: Denver Zip Code: 80222
Email Address: Sheble.mcconnellogu@dot.state.co.us

My Agency's Areas of Interest Are:

- | | | |
|---|---|---|
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Threatened or Endangered Species |
| <input type="checkbox"/> Archaeological Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Section 4(f) Resources |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noxious Weeds | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Environmental Justice | <input type="checkbox"/> Paleontological Resources | <input type="checkbox"/> Vegetation |
| <input type="checkbox"/> Farmlands | <input type="checkbox"/> Relocation/Right-of-Way | <input type="checkbox"/> Visual Quality/Aesthetics |
| <input type="checkbox"/> Floodplains | <input type="checkbox"/> Pedestrians and Bicyclists | <input type="checkbox"/> Water Quality/Water Resources |
| <input type="checkbox"/> Geology | <input type="checkbox"/> Recreation | <input type="checkbox"/> Wetlands |
| <input type="checkbox"/> Hazardous Materials/Wastes | <input type="checkbox"/> Socioeconomics | <input type="checkbox"/> Wildlife and Fisheries |
| <input type="checkbox"/> Historic Properties | <input type="checkbox"/> Soils | |
- cumulative impacts

Question/Comment

Project Purpose and Need (Reference Summary of Existing Conditions Report, Section 2)

- Does the purpose and need establish a basis for evaluating a reasonable range of alternatives? Does it establish a need for action and expenditure of public funds?

CIA transportation
transit
light rail
Park n' Ride ?
Kiss n' Ride??
Landuse Transit oriented development?

Environmental Scopes and Methodologies (Reference Summary of Existing Conditions, Sections 3 & 4)

- I have reviewed the list of resources proposed for detailed analysis and agree / disagree (circle one) that the scope of analysis is appropriate.
- I have reviewed the proposed methodologies for environmental impact analysis and agree / disagree (circle one) that the methodologies are appropriate.

EA Streamlining Process

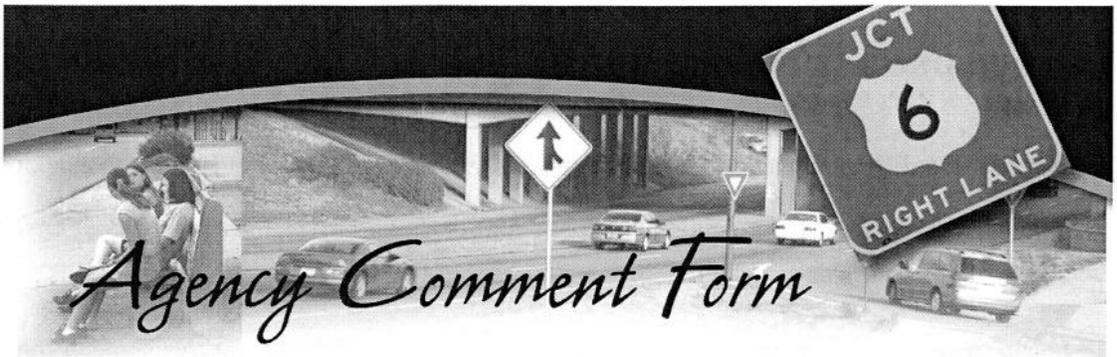
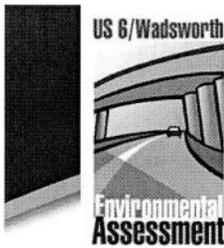
- What can CDOT do on this project to streamline your Agency's participation in the EA?
 What do you see as your level of involvement: Review Final Documents Participate in Regular Meetings Other: _____

- What do you think about the streamlining techniques conducted for this project?
 Agency Partnering/Chartering: Useful Not useful Don't Have an Opinion
 Summary of Existing Conditions Report: Useful Not useful Don't Have an Opinion

Other Comment(s)

Keep Me on the Mailing List for Future Project Information

The best way to reach me is by: Letter Email Fax



Agency Comment Form

Agency Comment Form

First Name: Jill Last Name: Scott Agency: CDOT ITS
 Address: 4750 Corporate Cir City: Golden Zip Code: 80004
 Email Address: Jill.K.Scott@dot.state.co.us

My Agency's Areas of Interest Are:

- | | | |
|---|---|---|
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use | <input type="checkbox"/> Threatened or Endangered Species |
| <input type="checkbox"/> Archaeological Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Section 4(f) Resources |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noxious Weeds | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Environmental Justice | <input type="checkbox"/> Paleontological Resources | <input type="checkbox"/> Vegetation |
| <input type="checkbox"/> Farmlands | <input type="checkbox"/> Relocation/Right-of-Way | <input type="checkbox"/> Visual Quality/Aesthetics |
| <input type="checkbox"/> Floodplains | <input type="checkbox"/> Pedestrians and Bicyclists | <input type="checkbox"/> Water Quality/Water Resources |
| <input type="checkbox"/> Geology | <input type="checkbox"/> Recreation | <input type="checkbox"/> Wetlands |
| <input type="checkbox"/> Hazardous Materials/Wastes | <input type="checkbox"/> Socioeconomics | <input type="checkbox"/> Wildlife and Fisheries |
| <input type="checkbox"/> Historic Properties | <input type="checkbox"/> Soils | |

Question/Comment

Project Purpose and Need (Reference Summary of Existing Conditions Report, Section 2)

- Does the purpose and need establish a basis for evaluating a reasonable range of alternatives? Does it establish a need for action and expenditure of public funds?

I didn't read existing report but want to make the project aware of my existing ITS devices.

We have a high priority fiber optic line on the north side of 6th Ave. Loops in the mainline + ramps. Traffic counting stations with cabinets + a VMs that will need reset. Please call w questions 303-512-5805. I'm in process of replacing fiber + could put in a splice for future resetting if someone can tell me today how far east + west you'll be affecting 6th Ave?

Environmental Scopes and Methodologies (Reference Summary of Existing Conditions, Sections 3 & 4)

- I have reviewed the list of resources proposed for detailed analysis and agree / disagree (circle one) that the scope of analysis is appropriate.
- I have reviewed the proposed methodologies for environmental impact analysis and agree / disagree (circle one) that the methodologies are appropriate.

EA Streamlining Process

- What can CDOT do on this project to streamline your Agency's participation in the EA?
 What do you see as your level of involvement: Review Final Documents Participate in Regular Meetings Other: _____

- What do you think about the streamlining techniques conducted for this project?
 Agency Partnering/Chartering: Useful Not useful Don't Have an Opinion
 Summary of Existing Conditions Report: Useful Not useful Don't Have an Opinion

Other Comment(s)

Keep Me on the Mailing List for Future Project Information

The best way to reach me is by: Letter Email Fax

Whorton, Mandy/DEN

From: Allen, Tamara A [Tamara.Allen@dot.state.co.us]
Sent: Friday, August 17, 2007 11:08 AM
To: Whorton, Mandy/DEN
Cc: Henderson, Vanessa; Willard, Richard
Subject: US 6 and Wadsworth Scoping Comments

Mandy, the following are my comments with respect to the August 2007 Summary of Existing Conditions document:

Project Purpose and Need: No comments.

Environmental Scopes and Methodologies: My comments are specific to Section 3.13 Water Quality.

- Section 3.13.1 states that the study area waterbodies were characterized from topos, floodplain maps, and the 303(d) list, but Section 3.13.2 states that additional CDPHE regulations were reviewed for classification, beneficial use, and water quality concerns. Please be specific and consistent regarding scope of research and sources of information;
- Section 3.13.3 references a sensitive waters definition from CDOT's post-construction program. CDOT's post-construction program is no longer entirely consistent with our revised MS4 permit, effective February 1, 2007, especially with respect to this definition. Sensitive waters are defined by permit, Part I.B.1.b.3), as:

a) Water quality segments listed on the Division's most recent 303(d) list (Regulation #93) or for which a total maximum daily load (TMDL) has been developed that limits the amount of the specified pollutant that is likely to be present in the discharges from CDOT activity;

b) Water quality segments listed on the Division's most recent Monitoring and Evaluation List (Regulation #94) for a pollutant that is likely to be present in discharges from CDOT activity;

c) Water quality segments designated as Outstanding Waters (OW), including wetlands;

d) Water quality segments classified as Aquatic Life Class 1;

e) Water quality segments designated for Water Supply use where the potential exists for the CDOT discharge to impact their use; or

f) Water quality segments designated by federal or state agencies as Threatened or Endangered Species Habitat.

- I recommend that existing water quality conditions in the project area be established by, at a minimum, researching the sensitive waters parameters above to ensure that all sensitive resources are evaluated thoroughly in the impacts analysis and to ensure project compliance, especially over time, with CDOT's MS4 permit. If such research has already been completed, please clarify that in the text, including outcomes of research for each parameter;
- Section 3.13.3 suggests that the CDOT post-construction program sensitive waters criteria will determine if the project is a significant highway modification requiring permanent BMPs. CDOT's MS4 permit, Post-Construction Program, already defines significant as any highway modification that disturbs greater than or equal to one acre, Part I.B.1.b.1);
- The final paragraph in Section 3.13.3 seems to be describing Lakewood's MS4 permit. The project will need to comply with all applicable permits, including Lakewood's MS4, CDOT's MS4, possibly Jeffco School District's MS4 (you mentioned public schools in the project area; depending on project specifics, we

may be triggering Jeffco School District's MS4).

- I am going to throw in some general comments, so my expectations with respect to the process and documents are clear as we move forward: please make sure that the information is consistent within and between document sections; please make sure that the information is objective, with references cited; please make sure that information from other document sections that may be relevant to the water quality existing conditions discussion or the water quality piece of the impacts analysis is included in the water quality section (e.g., if the LUST sites identified are impacting water quality, they should be discussed in the water quality section as part of establishing existing conditions; if the LUST sites are addressed through the project's proposed alternative(s) and the remediation changes transport mechanisms to either address existing impacts to water quality or causes new impacts to water quality, this needs to be discussed as part of the water quality impacts analysis; basically, the reader should not have to search through haz. mat., wetlands, appendices, etc. to understand, comprehensively, what is going on with water quality now and as a potential result of proposed alternatives.)

EA Streamlining Process

I am just starting in CDOT's NEPA process so do not yet have enough experience to offer streamlining suggestions. I can tell you I really appreciated the scoping

meeting format. Having all the natural resources representatives together for scoping discussions really promotes a broader, larger-scale resource management

approach which I think should be a priority, even in (and, perhaps, especially in) an ultra urban environment. Thanks!

Please let me know if you have questions. Thanks for the opportunity to provide input.

Tammy Allen
CDOT Water Quality Program
303-757-9481
tamara.allen@dot.state.co.us

Whorton, Mandy/DEN

From: Oppermann, Francis (Yates) [Francis.Oppermann@dot.state.co.us]
Sent: Wednesday, August 01, 2007 10:15 AM
To: Whorton, Mandy/DEN
Cc: Webb, Kirk
Subject: RE: US 6 and Wadsworth Agency Scoping Meeting

Mandy,

I spoke with Kirk about my attendance. My areas of responsibility these days are 4(f) non-historic and public participation (Purpose and Need as well, but that is not part of the scoping meeting. There does not appear to be any non-historic 4(f) resources that are likely to be impacted/used by this project, and Kirk and I will discuss public participation separate from the scoping meeting. Therefore, I do not plan on attending on the 16th.

F. Yates Oppermann
Environmental Planning Specialist
Colorado Department of Transportation
4201 E. Arkansas Ave., Shumate Bldg
Denver, CO 80222
(303) 757-9497

I'm Still Learning --Michaelangelo

From: Fawn.Friend@CH2M.com [mailto:Fawn.Friend@CH2M.com] **On Behalf Of** Mandy.Whorton@CH2M.com
Sent: Wednesday, July 25, 2007 5:10 PM
To: Oppermann, Francis (Yates)
Subject: US 6 and Wadsworth Agency Scoping Meeting

Sent on behalf of Seyed Kalantar, Project Manager for Colorado Department of Transportation:

Please find the attached invitation to the Colorado Department of Transportation agency scoping meeting for the US 6 and Wadsworth Environmental Assessment on August 16, 2007. We look forward to seeing you at the meeting. Please refer to the attached letter for meeting details. The letter is also being mailed in hard copy.

Sincerely,
Mandy Whorton
CH2M HILL
Environmental Task Manager
9193 South Jamaica Street
Englewood, CO 80112
720-286-5239

9/12/2007

From: Rigirozzi, David W [mailto:David.W.Rigirozzi@hud.gov]
Sent: Wednesday, September 26, 2007 8:27 AM
To: Whorton, Mandy/DEN
Subject: RE: US 6 and Wadsworth Environmental Assessment_reply_092607

Hi, Mandy,

I disseminated the scoping materials within the HUD Region 8 Office and no managers indicated any special comments. Officially, we do not have any comments at this time. Please continue to keep us on your contact list.

Sincerely,

DAVID W. RIGIROZZI
Field Environmental Officer

*U.S. Department of Housing and Urban Development
Region VIII Office
25th. Floor, 8ADE
1670 Broadway Street
Denver, CO 80202-4801
303.672.5016 (voice)
303.672.5150 (fax)
david.w.rigirozzi@hud.gov*

From: Mandy.Whorton@ch2m.com [mailto:Mandy.Whorton@ch2m.com]
Sent: Monday, September 10, 2007 9:35 PM
To: Rigirozzi, David W
Subject: US 6 and Wadsworth Environmental Assessment

Good afternoon,

I am writing to follow up on scoping information I dropped off for you for the US 6 and Wadsworth Environmental Assessment. We held agency scoping meetings on August 16, and you did not attend. I wanted to be sure that you didn't have any comments that you wanted to provide to help us define the scope of issues to be analyzed in the EA or provide any input into environmental analysis methodologies. Feel free to call or email with any questions. For our records, could you:

Confirm that you received the scoping materials ___ (Y/N)
Confirm that you have no comments at the time ___ (Y/N)
Confirm that you do/do not want to continue to be on our contact list.

Thank you very much,
Mandy Whorton

CH2M HILL
9193 South Jamaica St
Englewood, CO 80112
720-286-5239 (CH2M HILL office)
303-886-6258 (cell)
mwhorton@ch2m.com

Whorton, Mandy/DEN

From: JOE SCHIEFFELIN [jschieff@smtpgate.dphe.state.co.us]
Sent: Tuesday, September 11, 2007 8:13 AM
To: Whorton, Mandy/DEN
Subject: Re: US 6 and Wadsworth Environmental Assessment

Mandy, Yes I received the scoping materials, no I have no comments at this time, and yes I would like to be taken off of your contact list.

Thanks, Joe Schieffelin

>>> <Mandy.Whorton@ch2m.com> 09/10/07 9:34 PM >>>
Good afternoon,

I am writing to follow up on scoping information I sent to you for the US 6 and Wadsworth Environmental Assessment. We held agency scoping meetings on August 16, and you did not attend. I wanted to be sure that you didn't have any comments that you wanted to provide to help us define the scope of issues to be analyzed in the EA or provide any input into environmental analysis methodologies. Feel free to call or email with any questions. For our records, could you:

Confirm that you received the scoping materials ___ (Y/N)
Confirm that you have no comments at the time ___ (Y/N)
Confirm that you do/do not want to continue to be on our contact list.

Thank you very much,
Mandy Whorton
CH2M HILL
9193 South Jamaica St
Englewood, CO 80112
720-286-5239 (CH2M HILL office)
303-886-6258 (cell)
mwhorton@ch2m.com <blocked::mailto:mwhorton@ch2m.com>

Whorton, Mandy/DEN

From: David.Beckhouse@dot.gov
Sent: Tuesday, August 14, 2007 7:57 AM
To: Whorton, Mandy/DEN
Subject: RE: US 6 and Wadsworth Environmental Assessment Scoping Meeting - August 16

I have received it. I don't think I will have time to attend. Please send me a copy of the EA when its released or let me know if there is any anticipated impact to the LRT station at 13th and Wadsworth.

From: Mandy.Whorton@CH2M.com [mailto:Mandy.Whorton@CH2M.com]
Sent: Monday, August 13, 2007 2:02 PM
To: Beckhouse, David <FTA>
Subject: US 6 and Wadsworth Environmental Assessment Scoping Meeting - August 16

Hi Dave,

I dropped off some background information for you at the front desk of your office on Thursday about the US 6 and Wadsworth Boulevard Environmental Assessment. Did you receive the information? Do you think you will attend the meeting?

Thanks

Mandy

Mandy Whorton
CH2M HILL
9193 South Jamaica St
Englewood, CO 80112
720-286-5239 (CH2M HILL office)
303-886-6258 (cell)
mwhorton@ch2m.com

Whorton, Mandy/DEN

From: clay.brown@state.co.us
Sent: Tuesday, September 11, 2007 6:16 AM
To: Whorton, Mandy/DEN
Subject: Re: US 6 and Wadsworth Environmental Assessment

Mandy; thank you. Yes I did receive the material and please keep me on the list. I have no comments at this time. Clay -----Original Message-----
From: <Mandy.Whorton@ch2m.com>

Date: Mon, 10 Sep 2007 21:25:29
To: <clay.brown@state.co.us>
Subject: US 6 and Wadsworth Environmental Assessment

Good afternoon,

I am writing to follow up on scoping information I sent to you for the US 6 and Wadsworth Environmental Assessment. We held agency scoping meetings on August 16, and you did not attend. I wanted to be sure that you didn't have any comments that you wanted to provide to help us define the scope of issues to be analyzed in the EA or provide any input into environmental analysis methodologies. Feel free to call or email with any questions. For our records, could you:

Confirm that you received the scoping materials __ (Y/N)
Confirm that you have no comments at the time __ (Y/N)
Confirm that you do/do not want to continue to be on our contact list.
Let me know if there is someone else that we should contact instead of you.

Thank you very much,

Mandy Whorton
CH2M HILL
9193 South Jamaica St
Englewood, CO 80112
720-286-5239 (CH2M HILL office)
303-886-6258 (cell)
mwhorton@ch2m.com <BLOCKED::mailto:mwhorton@ch2m.com>

Whorton, Mandy/DEN

From: Henderson, Vanessa [Vanessa.Henderson@dot.state.co.us]
Sent: Wednesday, September 12, 2007 7:51 AM
To: Whorton, Mandy/DEN
Subject: FW: 6th/Wadsworth EA Scoping Follow-Up

From: Graves, Zac
Sent: Wednesday, September 12, 2007 7:31 AM
To: Henderson, Vanessa
Subject: RE: 6th/Wadsworth EA Scoping Follow-Up

[No comments at this time.](#)

-Zac

From: Henderson, Vanessa
Sent: Wednesday, September 12, 2007 7:13 AM
To: Bakeman, Sharleen; Beckham, Brad; Boyce, Tom; Curtis, Cathy; Jepson, Daniel; Schoch, Lisa; Willard, Richard; Graves, Zac
Subject: 6th/Wadsworth EA Scoping Follow-Up

Hey Everyone -

I am writing to follow up on scoping information that CH2M HILL sent to you for the US 6 and Wadsworth EA. As you are aware, agency scoping meetings were held on August 16th. We want to be sure that you don't have any comments to provide to help us define the scope of issues to be analyzed in the EA or provide any input into environmental analysis methodologies.

For our records, could you:
Confirm that you have no comments at the time __ (Y/N)

We would like to have written documentation if you have no comments at this time to aid in the streamlining process. Replying to this email is fine. If you do have comments that you would like to provide on any of the information that was provided to you, please get those in ASAP.

Feel free to contact me with any questions. Thanks for your help!

Vanessa Henderson
NEPA Specialist
Colorado Department of Transportation
4201 East Arkansas Avenue, Shumate Building
Denver, Colorado 80222
Phone: (303) 757-9794
Fax: (303) 757-9445

9/12/2007

US 6 Wadsworth Comment Report - Project Start through August 31, 2007

Last Name Anderson
Comment Prefer meetings that verbally share info to the group. The wander around format is a bit intimidating. First I need information then I can ask questions. More communitions to neighbors.
FirstName Doug
Date 8/22/2007
Comment Type Written Comment Form
All Comment Subjects Listed Under Contact
Other

Last Name black
Comment I am William black. I am the owner of [REDACTED]
FirstName william [REDACTED] I am concerned that my property will be used to make room for an off ramp to exit 6th ave. Noise levels are already too high. From my house it is nearly impossiable to travel south on wads without high risks of accidents. I definately think this area needs attention. there definately needs to be a light at Highland st. and Wadsworth, and a median also needs to be at this same location. Mainly because of Northbound trafic crossing Wads into the bussiness' west of Highland st. this area is extremely dangerous for drivers. I am also concerned that my house will be closer to traffic than it allready is, because of dust levels, polution levels, and noise levels. Also there are several trees along my property that would have to be removed that shade my property and block unwanted surroundings. (signs, sound wall ect.) If this property was used to make room for an exit my property value would be destroyed. please take into consideration the things I have mentioned. They are very important to my neighbors and myself. Thankyou, William Black.
Date 8/28/2007
Comment Type Web Entry

All Comment Subjects Listed Under Contact

- General Inquiry
- Traffic
- Safety
- Bicycle/Pedestrian Issues
- Land Use
- Noise
- Air Quality
- Hazardous Materials and Wastes
- Water Resources/Quality
- Right of Way
- Property Aquisition
- Driveways
- Neighborhood Access
- Other

Last Name Breckenridge

Comment

FirstName Mary

Date 8/2/2007

Comment Type Verbal

Ms. Breckenridge left a phone message with Ms. Roberts on 8/1/07 stating she had received the information and invitation to the 6/WW public meeting. She lives at [REDACTED], and wants to know will the project affect their home. Her phone number is [REDACTED]. Ms. Roberts returned her call on 8/2/07 and left a message stating that we do not yet know which properties may be affected. We are currently gathering data and collecting input on important issues to be studied, and have not developed any design options at this time. Later this year, we will be developing alternatives, and we will show those options to the public, at which time, she will be able to see which properties may be affected.

All Comment Subjects Listed Under Contact

Property Aquisition

Last Name Bryan

Comment

FirstName Edie

Date 8/22/2007

Comment Type Written Comment Form

I am part of "Transit West".

1. Planning horizon should be long - 50 years if possible. Definitely not 22 years to year 2030.
2. Must have pedestrians and bicycle and handicap access. No Berlin walls separating north-south, nor east-west. All the way from existing paths and sidewalks to lite rail station at 13th & Wadsworth.
3. The connenctions with FasTracks lite rail and bus service.
4. Also, plan for eventual lite rail on Wadsworth as part of lite rail NEXTRACKS which is after FASTRACKS. Don't plan on bridges falling down before that like Minneapolis. If you plan bridges/overpasses to accommodate lite rail, it will happen sooner. And this will alleviate some traffic congestion.
5. Design for drainage improvements not staus quo. Possibly get dollars for that from Urban Drainage.
6. Interface with adjoining neighborhoods and businesses is important. Do creative design with sound walls, landscaping, graffiti prevention, etc.
7. Safety is paramount for all - residents, pedestrians, drivers, bicyclists.

All Comment Subjects Listed Under Contact

Public Involvement Process

Safety

Bicycle/Pedestrian Issues

Land Use

Community Issues

Air Quality

Transit

Other

Last Name Bryan

Comment

FirstName Edie

Date 8/22/2007

Comment Type Written Comment Form

Assess jobs in the corridor. At the time of the West Corridor MIS (mid-nineties) there was an analysis of major employment centers in Denver Metro Area. Downtown Denver and Tech Center were biggest employers but Wadsworth in its entirety from Martin Marietta to Front Range Community College and Jeffco Airport (now Rocky Mtn Airport). The whole Wadsworth corridor had a total employment greater than downtown Denver. This was primarily small businesses. Make plans to keep and augment this economic vitality and enable employees and customers to get to these places.

All Comment Subjects Listed Under Contact

Economic Issues

Last Name Cope	Comment	Mr. Marlis Cope left a message with Mr. Seyed Kalantar on August 6, 2007 regarding the possible effect of the EA on his veterinarian hospital front parking spaces.
FirstName Marlis		
Date 8/6/2007		Mr. Kalantar called the veterinarian hospital and spoke with a member of the staff there. Mr. Kalantar explained that since CDOT is just beginning the EA, we cannot predict what will happen. Mr. Kalantar invited the business to attend the August 21, 2007 public scoping meeting to provide feedback on the study. Mr. Kalantar also encouraged the business to visit the website www.us6wadsworth.com for updated information.
Comment Type Verbal		

All Comment Subjects Listed Under Contact

Right of Way

Last Name Edwards	Comment	I live at [REDACTED] [REDACTED]. Traffic on Highland is generally too fast for children's safety. Also, exiting Highland to Wadsworth (especially making a left to go Southbound) is difficult and sometimes dangerous. We would be in favor of closing Highland at Wadsworth to create a cul-de-sac. Currently we take Vance to 9th to Teller to 10th to use the stoplight at 10th & Wadsworth to go South on Wadsworth. We also take 10th to Teller to get home fairly often to avoid making the left across traffic from Wadsworth to Highland.
FirstName Kenny		
Date 8/26/2007		
Comment Type Web Entry		Finally, thank you for the meeting last week. It was very informative.

All Comment Subjects Listed Under Contact

Neighborhood Access

Last Name Farrar-Nagy	Comment	1. Critical opportunity to design and implement project for safe pedestrian crossing of 6th Avenue along Wadsworth as well as across Wadsworth, especially for schools at 10th Ave.
FirstName Sara		2. Critical opportunity to design and implement project for safe connections to nearby established bicycle routes for crossing at 6th Ave.
Date 8/22/2007		3. Any noise abatement should be implemented with a high level of noise absorptivity (vs. reflectivity).
Comment Type Written Comment Form		4. If project goes forward, construction should be very carefully coordinated with RTD West Corridor project to prevent simultaneous choking of traffic during construction on Sheridan, Wadsworth, Garrison & Kipling.
		5. Consider future development and future Two Creeks Park and associated traffic per new Lakewood TMU Zoning.

All Comment Subjects Listed Under Contact

Bicycle/Pedestrian Issues

Noise

Other

Last Name Farrar-Nagy

FirstName Sara

Date 8/16/2007

Comment Type Web Entry

Comment

On this page:
<http://www.dot.state.co.us/us6wadsworth/meetings.cfm>

You say:
"July 21, 2007 – Two Creeks Neighborhood Association Board Meeting "

Please correct this to:
"July 21, 2007 – Two Creeks Neighborhood Organization Board Meeting "

Thank you

All Comment Subjects Listed Under Contact

Other

Last Name Fleming

FirstName Glennys

Date 8/27/2007

Comment Type Web Entry

Comment

1. Sidewalks on Wadsworth
2. Noise from 6th Ave.
3. Don't open 8th Ave to Wadsworth

All Comment Subjects Listed Under Contact

Bicycle/Pedestrian Issues

Last Name Garcia

FirstName Diana

Date 8/22/2007

Comment Type Written Comment Form

Comment

would like to see access to service road when getting on 6th Ave. At this time you must take 5th Ave to find service road.

All Comment Subjects Listed Under Contact

Land Use

Property Aquisition

Last Name Kane
Comment add to mailing list
FirstName Dick
Date 8/29/2007
Comment Type E-Mail

All Comment Subjects Listed Under Contact

Other

Last Name Knobel
Comment How does the study boundary effect individual property owners? How wide will the corridor need to be to move traffic? All property owners within Study Area need to be identified, notified and told "your property will be affected by takings". City of Lakewood doesn't have to notify individual property owners, they're not nice!! How will you communicate to property owners? Will you tell them the facts - properties to be taken? Notify every property owner within study area. Neighborhood Orgs don't have resources to do it and aren't doing it.
FirstName Kathy
Date 8/22/2007
Comment Type Written Comment Form
Why does the study area extend only to 3rd Ave. The corridor should connect City of Lakewood's Belmar, Civic Center, Lakewood Commons. Short sighted planning.
Wadsworth should be major traffic corridor - flow of traffic most important. Restricted access should be beneficial to this end. Traffic flow should go from mass transit - light rail to City Center in Lakewood.

All Comment Subjects Listed Under Contact

Public Involvement Process

Traffic

Land Use

Air Quality

Right of Way

Property Aquisition

Neighborhood Access

Last Name Koclanes

Comment

FirstName George Peter

Date 8/30/2007

Comment Type Letter

Olympia Investments, LTD.
5565 East Yale Avenue, Suite No. 3
Denver, CO 80222
(303) 691-0263

Dear Ladies and Gentlemen:

I am President of Olympia Investments Ltd. Olympia is owner and landlord of the commercial real property and improvements thereon located at [REDACTED] (the "Property"). The Property is located generally at the Northwestern corner of the existing highway cloverleaf intersection at US 6 and Wadsworth Blvd. Olympia has owned the property for several years.

The Property consists of approximately [REDACTED] square feet or [REDACTED] acres of land, as well as two free-standing buildings and related improvements. The first building is long and rectangular, and contains approximately [REDACTED] square feet of space. The second building is a more square rectangular shape, and contains approximately [REDACTED] square feet of space. Both buildings are fully leased by four commercial businesses. The first building is occupied by [REDACTED]. The second building is occupied by [REDACTED]. The buildings are surrounded by limited parking spaces that are used by the four businesses and their customers.

The Property has a premium location and currently enjoys excellent and unobstructed visual exposure to automobile, bus, and truck travelers on both US 6 and to Wadsworth Blvd, as well as to the frontage road along US 6. The Property also enjoys excellent automobile and truck ingress and egress to both US 6 and to Wadsworth Blvd., as well to the frontage road along US 6. Importantly, the Property's visual exposure and easy on-and-off access to these roadways, the footprint and land size of the Property, the location of the two buildings, and the surrounding parking spaces have been highly prized by the various commercial tenants who have rented the spaces at the Property over the years, and have directly contributed to rental rates and to the valuation and worth of this Property. Further, Olympia has considered in the past, and continues to consider, various plans to construct new and/or to expand the existing buildings on the Property.

My son, Peter G. Koclanes, and I attended the Public Scoping Meeting at the Clements Community Center on August 21, 2007. We listened with great interest to the various presentations by Randy Furst, Tim Eversoll, Mandy Whorton, and others about the possibility of a roadway construction project taking place in the future at US 6 and Wadsworth Blvd. We also spoke with many of these individuals, as well as others, following the presentations.

While we are pleased that members of the public are being invited to comment on the potential construction project, we do have a number of concerns. Specifically, Olympia has owned the Property for several years. Olympia plans to own this Property for "the long term." Under the circumstances, we would not be in favor of any construction project that requires Olympia to lose any portion of the Property, through condemnation or otherwise. In addition, the Property has limited parking spaces. Thus, the loss of any portion of the Property, and consequently any of the parking spaces, would adversely affect the Property. Further, any loss of any portion of the Property would adversely affect our ability to complete the expansion and new construction that Olympia is contemplating at the Property.

Further, we would not be in favor of any construction project that adversely affects the Property's visual exposure and easy on-and-off ingress and egress to the roadways, the footprint and land size of the Property, the location of the two buildings, the completion of expansion and new construction that Olympia is contemplating at the Property, the surrounding parking spaces, the rental rates, or the valuation and worth of our Property. We also have concerns related to pedestrian issues, transportation, driveway and ingress/egress into and out of the Property, land use, noise, rights-of-way along the adjoining roadways, safety, and traffic. Furthermore, as a ditch runs along the west portion of the Property, we have concerns about how any construction might affect water, hazardous materials/wastewater/floodplain, drainage, and soils issues.

All of this being said, we are open- and fair-minded property owners. We would welcome the opportunity to sit down and meet with you to discuss any aspect of the potential construction project and how it might affect our Property. Please feel free to contact me at the above-listed telephone number and address so that we may arrange a meeting to discuss this further. Going forward, I would appreciate your keeping us informed and involved in this project by sending communications to me at the above-listed address. In addition, I would also ask that you would also send communications and correspondence to my son Peter G. Koclanes at [REDACTED]. Peter's email address is [REDACTED]. Finally, please send Peter an e-mail confirming that you received this letter.

Thank you in advance for your consideration on these important issues. We look forward to working with you on them.

Very truly yours,

Olympia Investments, Ltd.
George Peter Koclanes
President

All Comment Subjects Listed Under Contact

Property Aquisition

Last Name	Koclanes	Comment	Add to mailing list
FirstName	Peter G.		
Date	8/30/2007		
Comment Type	Letter		

All Comment Subjects Listed Under Contact

General Inquiry

Last Name	Kontnik	Comment	Mr. Kontnik emailed to 6th & Wadsworth: Dear Sirs; I am not sure that this is the correct address that this should be sent to. I attended the 6th Ave & Wadsworth meeting on Tues. Aug 21 and would like to follow up with some ideas. If this is not the correct place would you please forward the info to the correct address. Below are listed some of my concerns reading the 6th & Wadsworth interchange #1 Noise, noise, and noise. Both 6th Ave and Wadsworth are both noisy at the present time and will continue to get louder and louder in the future. Some sort of barrier system will be needed. #2 Large trucks using 4th and 5th Ave. as alternate routes when traffic is congested. Even though is is posted that no vehicles over 7000 lbs empty weight are allowed no one seems to pay attention. #3 Pollution, with increased traffic comes increased pollution. #4 Traffic lights. It seems that there are too many traffic lights on Wadsworth going south. There are four (going from 6th south to Alameda.) This makes traffic flow a non-flow during heavy traffic. Sincerely, John Kontnik
FirstName	John		
Date	8/22/2007		
Comment Type	E-Mail		

All Comment Subjects Listed Under Contact

General Inquiry

Last Name Kontnik

FirstName John

Date 8/23/2007

Comment Type Written Comment Form

Comment

The top three concerns have got to be #1 Noise, #2 Noise, #3 Noise.
Both 6th Ave and Wadsworth are noisy at the present time and will continue to get louder and louder in the future. Some sort of barrier system will be needed.
Large trucks using 4th and 5th Ave as alternate routes when traffic is congested.
Even though at the entrance to W 4th Ave. off of Wadsworth there is a sign stating no vehicles over 7000# empty weight. No one pays attention to this.
With increased traffic comes increased pollution.
There are too many traffic lights on Wadsworth going south (there are four going from 6th south to Alameda). This makes traffic flow a non-flow during heavy traffic.

All Comment Subjects Listed Under Contact

Air Quality

Last Name Meyers

FirstName Jean

Date 8/22/2007

Comment Type Written Comment Form

Comment

We need a noise abatement wall from Wadsworth to Kipling.

All Comment Subjects Listed Under Contact

Noise

Last Name Moyano

FirstName Myron

Date 8/23/2007

Comment Type Web Entry

Comment

Relative to type of interchange to be established at the intersection of 6th & Wadsworth, I believe that the "diamond" type of interchange would be in the best interest. This would increase the length of the de-acceleration lanes and acceleration lanes, which is sorely needed for eastbound traffic coming off northbound Wadsworth. The "cloverleaf" interchange is outdated, and was only put in place due to that old lady who was living in the NW quadrant of the interchange and wouldn't sell her house. She wasn't ready to cave in to the former Colorado Department of Highways.

All Comment Subjects Listed Under Contact

Other

Last Name Nichols

Comment

I was orginally contacted by Colleen Roberts to present at Two Creeks Neighborhood Organization.

FirstName Maddie

We (TCVO) have been very involved in RTD West Corridor EIS keeping bike paths and pedestrian walkways safe and existing. If this project is developed better kiker and pedestrian access along the Wadsworth corridor is greatlle needed.

Date 8/22/2007

Timing of construction with RTD construction on Sheridan, Wadsworth, etc. need to be coordinated so north-south corridors are not all cut off at the same time.

Comment Type Written Comment Form

Present noise walls from Sheridan to Wadsworth. The way things are presently constructed reflects sound to higher ground level houses to north. Need to be more aware of land contours and reflective sound noise with this projec.t

All Comment Subjects Listed Under Contact

Bicycle/Pedestrian Issues

Noise

Other

Last Name Ott

Comment

Own one acre at Wadsworth, Highland and Emerald Lane. Interested in developing the site for its highest and best use. Time is a consideration as to the limitation on the property.

FirstName Richard

Date 8/22/2007

Comment Type Written Comment Form

All Comment Subjects Listed Under Contact

General Inquiry

Land Use

Historic Properties

Water Resources/Quality

Right of Way

Property Aquisition

Last Name Pfitzer

Comment

I live at [REDACTED], I get on Wadsworth from the East on Highland. I live [REDACTED]

FirstName Dennis

Date 8/22/2007

Comment Type Written Comment Form

1. Noise is a big issue to me. I live right on the 66 db contour. Please carry noise control thru the intersection.

2. Access. It is difficult to turn right onto Wadsworth. Traffic and center lane interference, U turns, etc.

Walking across Wadsworth is impossible. Walking parallel on Wadsworth under 6th is touch and go.

3.Merging into 6th Ave is a near death experience.

4. Hurry - sooner the better!

Temporary issues - I think you will do the right things on the final design. In the meantime, consider longer merge lanes from Wadsworth onto 6th Ave. More "T" barriers on the ramps to alleviate tire noise. Turning left or right at Highland and Wadsworth is very difficult. I to to 10th & Wadsworth - I could use a few more seconds on the 10th Street light. A few subtle changes in traffic control on Wadsworth 2 blocks either way from 6th would help. There is a lot of u-turns right at Highland. If I want to go east on 6th, I go down the service road to Sheridan and get onto 6th. Might not be faster, but less stressful. Thanks.

All Comment Subjects Listed Under Contact

Traffic

Safety

Noise

Neighborhood Access

Last Name Purcell
FirstName John & Susan
Date 8/30/2007
Comment Type Web Entry

Comment

We would like to see better and safer access for bicyclists and pedestrians along Wadsworth and also a safe way to cross 6th Ave on Wadsworth.

We do not want access from Wadsworth to 8th Ave or Westview on the west side of Wadsworth.

We would like sound barriers on 6th Ave from Wads to Kipling.

A natural sound barrier (trees) or wall along Wadsworth where there are residential areas.

All Comment Subjects Listed Under Contact

Traffic
Safety
Bicycle/Pedestrian Issues
Land Use
Noise

Last Name Riehle
FirstName Patrick
Date 7/26/2007
Comment Type Web Entry

Comment

I think that the US 6 and wadsworth blvd. interchange is fine. Honestly in the state of Colorado you do not see any cloverleaf interchanges. Coming from California, you see these all over the place and I think they work much better than the diamond interchanges. I am disappointed at how they are rearranging the interchange on speer blvd. to be able to access the stadium easier. That left hand turn onto speer seems to get longer and longer every day always backing up the freeway on I-25. I was also wondering why Colorado does not take advantage of the "freeway entrance" signs. I think it would create an easier way of actually knowing where the entrance is rather than just interstate or US highway signs pointing to the left or right, it can be very confusing and sometimes people do not even know they are getting onto the freeway until they come right up to almost turning and then they make quick maneuvers to try and avoid it. What about putting signs on the pavement too like "25 FWY Only" or something along those lines. Just wondering thanks!!

All Comment Subjects Listed Under Contact

General Inquiry

Last Name Schoch
FirstName Ray
Date 8/21/2007
Comment Type Web Entry

Comment

The word "desperately" is probably too strong a term to use, but this is an intersection/interchange that definitely is far beyond its designed capacity, as is Wadsworth from approximately 1st Avenue to Colfax Avenue.

First and foremost, the interchange is not safe. It is not safe for drivers on Wadsworth, who have to deal with curves of too-sharp a radius to negotiate, and then completely inadequate acceleration space, when trying to merge with traffic on 6th Avenue. Unless one is driving a late-model race car with plenty of horsepower and wide, sticky tires to apply that horsepower to the pavement, merging with 6th Avenue traffic always an adventure, and frequently a hazardous one. Blue-haired ladies I've overheard at the meeting tonight (August 21) seem adamant that the "only" solution is to slow traffic on 6th Avenue down to 25 mph. I hope no one at CDOT will give that suggestion serious consideration.

In somewhat similar fashion, drivers on 6th Avenue are confronted with sharply curved and inadequately-banked exits requiring them to slow from 65 mph to 25 mph in the length of the bridge over Wadsworth. VERY good brakes are required, and there had better not be anyone behind you who's trying to accelerate to match existing 6th Avenue traffic speeds. I don't know the figures, but I'm not suprised by the assertion I heard tonight that this interchange has the highest accident rate in Lakewood. If the deceleration and cloverleaf curve are successfully negotiated, there's still the serious problem of merging with Wadsworth traffic when there's, once again, only the space of a bridge length in which to do so. Sideswiping is probably common in this context, though I've managed to avoid it myself.

So, it's dangerous for drivers entering or exiting 6th Avenue, and it's dangerous for drivers entering or exiting Wadsworth FROM 6th Avenue.

From 1st Avenue north to Colfax, Wadsworth is a nightmare for drivers who need to turn left, or even worse, simply cross Wadsworth. I've waited as long as 5 minutes, through multiple traffic signal cycles, attempting a left turn from westbound 13th Avenue onto southbound Wadsworth. Having no interest in suicide, I've eventually given up and made a right turn, then a left into a nearby business, then back out onto southbound Wadsworth, then a right turn onto 13th Avenue. That this is necessary suggests that Wadsworth is carrying more traffic than it was designed to carry.

So, it's not safe for drivers trying to turn left or to cross Wadsworth.

Finally, it's hard to imagine a streetscape that's not some sort of official NASCAR race facility that's more unfriendly to pedestrians and bicyclists than the 6th Avenue/Wadsworth interchange. I'm not nearly as concerned about the gaps in sidewalks along Wadsworth north of 6th Avenue as I am about the human-hostile environment encountered by anyone not in a vehicle when this interchange is reached. High speed traffic in quantity comes at pedestrians and bicyclists from multiple directions, and sometimes simultaneously.

Frankly, I feel fortunate to live far enough away that I don't need to negotiate this interchange at all, other than to pass by (in the left lane) on 6th Avenue on my way downtown. It only takes a couple of morning commutes on 6th Avenue to learn that traffic will slow considerably as it reaches Wadsworth.

So, it's an intersection that's not safe for drivers on 6th Avenue, it's not safe for drivers on Wadsworth, and it's not safe for bicyclists and (especially) pedestrians no matter what direction they're going. Add the issues of the difficulty/hostility of crossing Wadsworth, whether by car or (God forbid) on foot, and there are some very serious problems of access and management to be dealt with here.

All Comment Subjects Listed Under Contact

Bicycle/Pedestrian Issues

Land Use

Other

Last Name Stapleton

FirstName Kathy

Date 8/22/2007

Comment Type Written Comment Form

All Comment Subjects Listed Under Contact

Other

Comment

I would like to see plantings similar to the Kendrick Lakes Park. It has received awards from the Botanic Gardens re the xeriscape plan. Very little water requirement.
Thank you - very informative meeting.

Last Name Stiles

FirstName John

Date 8/22/2007

Comment Type Written Comment Form

All Comment Subjects Listed Under Contact

Noise

Comment

The noise off of 6th Avenue has become ridiculous. It is tome to do something for those of us that live west of Wadsworth. Our tax dollars built the noise abatement walls east of Wadsworth. Now they need to continue at least to Kipling.

Last Name Thaler

Comment

EXTREME NOISE POLLUTION FROM 6th AVE.

FirstName Leda

Date 8/23/2007

Comment Type Web Entry

My house value and quality of life has declined due to the incredibly loud noise from the traffic on 6th Avenue. The speed limit was raised from 55 to 65 mph after I purchased this house in 2001. I am located on [REDACTED] on a slight hill, about [REDACTED] of the highway. The roar of the traffic sounds like a freight train and sometimes as loud as an airplane. It never stops! The motorcycles and semi trucks are the worst! It is so loud I cannot use my patio, my deck, or enjoy being in my yard. I can never keep the windows open to take advantage of a breeze. For the past two years I've had to wear earplugs to sleep, even though I have double paned, insulated windows throughout the house.

Prior to purchasing my home, I was told that CDOT was going to continue installing the noise barrier wall on 6th Ave. where it ends on Wadsworth. That has not happened. I invite CDOT to measure the decibel level at my home, especially during rush hours!

*Have you looked into using rubberized asphalt to absorb more noise? It has worked well in Phoenix on Highway 101 in the West Valley.

Additional sound pollution: as a result of the traffic problems on 6th Ave., TV helicopters fly directly over my house and frequently hover as they report on traffic or accidents. On a normal day, I get two to four helicopters beginning at 6:00 a.m. to report on morning rush hour traffic. They reappear again starting at 4:30 p.m. If there is an accident, they hover in the immediate area for up to an hour, causing non-stop, deafening noise. I have experienced up to eight helicopters flying over my house in one hour on several occasions.

Apparently, my house is under a favorite flight path for military and hospital (Flight for Life) helicopters as well. They fly very low, directly over my property. The reverberating noise adds to the constant traffic noise level I experience. Helicopters fly over as late as 11:30 p.m. With the new St. Anthony West hospital being built, I anticipate even more helicopter noise.

* Is there some way to get them to fly alternate routes instead of directly over my property???

TRAFFIC FLOW

Synchronize the stoplights on Wadsworth! In early 2006 I spoke at length with Tanya at CDOT, as well as Broomfield, Arvada, and Lakewood city personnel responsible for traffic light timing, but nothing has changed. I've had to commute from 5th and Wadsworth to Hwy. 128 and Wadsworth (14 miles) for 19 months to get to my office. NEVER have I made it through more than three traffic signals without having to stop. If they were timed properly, it would save gas, brake wear and tear, and people's tempers/sanity. Please do something about this problem. Driving Wadsworth is a nightmare!

Fasttracks will have a station at Wadsworth and 14th. This will cause even more congestion and traffic delays. Please design that station so that the cars dropping off or picking up people are not interfering with Wadsworth traffic flow. And time the lights properly.

All Comment Subjects Listed Under Contact

Traffic

Noise

Other

Last Name Towan
FirstName Stefan
Date 7/26/2007
Comment Type Verbal

Comment

Mr. Towan called Ms. Roberts at CH2M Hill to discuss the possibility of a portion of his property being acquired for use as a pedestrian facility. He lives at [REDACTED] His property is [REDACTED] He has fenced off a portion of his property to keep pedestrians from trespassing, but has left a portion of it for pedestrian use so that they won't have to walk in the street. He is interested in having an agency acquire the portion that is used for pedestrians, and having the agency build a true pedestrian facility in place of the social trail that currently exists. He noted that crossing the creek is dangerous right now, and that a culvert with a pedestrian bridge would be a safer condition, especially in icy or slippery conditions. I noted that we would keep his suggestion in mind while looking at alternatives for Wadsworth.

All Comment Subjects Listed Under Contact

Bicycle/Pedestrian Issues
Property Aquisition

Last Name Turner
FirstName Michael
Date 8/22/2007
Comment Type Written Comment Form

Comment

I am most concerned about the traffic (increased), parking (increased and less parking for local residents) and noise to be engendered by the CDOT improvement at 6th Ave and Wadsworth; the RTD station and 1,000 parking space garage and the growth of economic development envisioned by the City of Lakewood along Wadsworth from Alameda to Colfax. A holistic approach with input from the residents of the impacted neighborhoods, City of Lakewood; RTD and merchants (present and public is absolutely imperative! We need to discuss, cuss and have a concensus on the above checked issues.

All Comment Subjects Listed Under Contact

Public Involvement Process
Traffic
Safety
Land Use
Economic Issues
Community Issues
Noise
Air Quality
Ecological Resources
Historic Properties
Hazardous Materials and Wastes
Property Aquisition
Neighborhood Access
Transit

Last Name Wilder
FirstName Marjorie
Date 8/15/2007
Comment Type E-Mail

Comment

Hello,

I am just a Colorado Native and have been working on 9th and Wadsworth for 16 years so here is my personal scoop.

The clover leaf is old and if there is anyway to straighten out access to the highway's for merging purpose that would be terrific.

Drainage sucks at Wadsworth and 6th avenue when it really rains it does not drain quick enough.

Expand Wadsworth from Walmart to Walmart if possible. The conjection to get on to 6th Ave. during the evening hours from 4:00 till 6: 00 is horrible. Christmas time sucks!!!!

Open up Garrison to two lanes if you can that would drop the traffic volume down a lot.

If you are placing in the light rail down 14th Ave. any time while I am still alive -- (about time) you will need to make sure there is no access to the train from Wadsworth and 14th because of the traffic.

There is an automobile accident weekly on Wadsworth between 1st Avenue and 14th Avenue. People have a hard time slowing down and preparing to stop at the light at 10th avenue.

I hope this helps and have a nice day. I can't make it to the lakewood meeting, however, it would be nice if a few of the issues actually get handled.

Marjorie

All Comment Subjects Listed Under Contact

Water Resources/Quality

Last Name Wooster
FirstName Joyce
Date 8/22/2007
Comment Type E-Mail

Comment

Our concern is noise. 6th Avenue has grown so much since we moved to the neighborhood. I was a member of the 6th Avenue committee looking into a noise abatement wall extending past Wadsworth. We live on Dudlet Street, our street registered the highest (85 db) in the whole study done two years ago. Since it is now necessary by law, we are waiting to see what will be done.

All Comment Subjects Listed Under Contact

Noise

Last Name Yehle
FirstName Lynn A.
Date 8/24/2007
Comment Type Written Comment Form

Comment

1. Please include wide bike/ped path along BOTH sides of Wasdworth and separated far enough from street to allow for place to put plowed snow.
2. Properly xeriscapic trees and other plants, in a raised and WATERED median. Avoid problem of Colfax tree die back due to hot pavement.
3. Include bus bay set backs from right traffic lane.
4. Install 100 yr-sized culverts under Wadsworth for Dry Gulch and wide enough at Lakewood Gulch for a ped/bike path along the Gulch some day.

All Comment Subjects Listed Under Contact

Water Resources/Quality