

US 6/Wadsworth



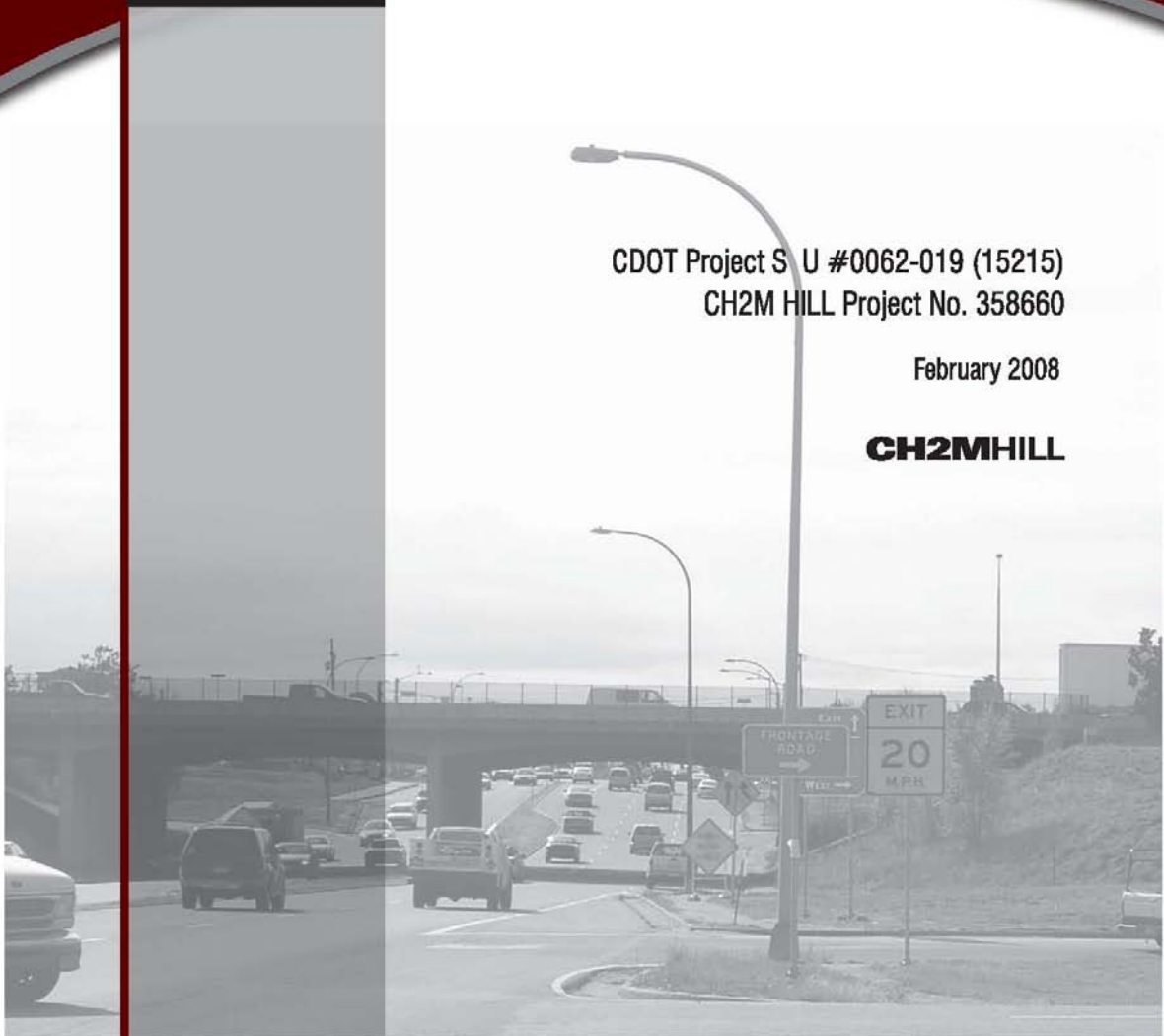
**Environmental
Assessment**

Open House #2 Summary Report

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

February 2008

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
NEPA	National Environmental Policy Act
RTD	Regional Transportation District
SPUI	Single-Point Urban Interchange
T-REX	Transportation Expansion Project



Open House #2 Summary Report

1.0 Introduction

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. The EA was initiated in April 2007, and public scoping, including an Open House and numerous small group meetings, was conducted between May and August 2007. Since the end of the scoping period, CDOT has:

- Developed criteria to evaluate potential alternatives,
- Developed design concepts for the interchange and Wadsworth Boulevard, and
- Conducted a high-level (Level 1) screening of design concepts to eliminate those with fatal flaws from further study.

CDOT held Open House #2 on February 12, 2008 to present information developed since scoping.

This Open House #2 Summary Report summarizes the notification methods and comments received at Open House #2 conducted in support of the US 6/Wadsworth Boulevard Environmental Assessment (EA).



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2.0 Notification of Open House #2

Multiple methods of communication were used to notify the public of Open House #2: newsletters; a press release; advertisements in local newspapers; flyers posted in schools, churches, and other public locations; and notifications in other media. Section 2.1 below describes the public scoping meeting notification and outreach process in greater detail.

2.1 Newsletters

The January 2008 newsletter was mailed on January 23, 2008, to the project mailing list. The newsletter consisted of four pages of text explaining the project, progress to date, alternatives development and screening process, and remaining project schedule. The newsletter was produced in two versions, English and Spanish. Both versions were mailed to the entire mailing list. The mailing list consisted of 700 business and property owners adjacent to Wadsworth Boulevard and the US 6 and Wadsworth Boulevard interchange, as well as other members of the public who requested to be included on the project mailing list. See Appendix A for a copy of both versions of the newsletter.

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.

2.3 Newspaper Advertisements

Advertisements announcing the Open House ran in the *Lakewood Sentinel* weekly newspaper on February 7, 2008, and in the Sunday edition of the *Denver Post* on February 10, 2008. See Appendix A for a copy of the advertisement.

2.4 Flyers

A public notice flyer was developed and distributed to the locations listed in Exhibit 1 to advertise Open House #2. See Appendix A for a copy of the flyer.



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EXHIBIT 1

Locations for Flyers Advertising Open House #2

Category	Location
Schools	Alameda High School
	Bethlehem Lutheran School
	Creighton Middle School
	Eiber Elementary School
	Jefferson County Open School
	Jefferson High School
	Lakewood United Methodist Parents Day Out Program
	Molholm Elementary School
	New America School
	South Lakewood Elementary 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 (information center on Teller St.)
	Super Wal-Mart (at Colfax and Wadsworth Boulevard)
	Wal-Mart (at 3rd Avenue and Wadsworth Boulevard)
	Whole Foods Customer Service
King Soopers at Allison and Alameda	

Source: CH2M HILL, 2008

2.5 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, which is linked to the main CDOT website.



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3.0 Open House #2

This section summarizes the venue for Open House #2, and presents the meeting format and materials used for exhibits and handouts to the public.

3.1 Location and Attendance

Open House #2 was held at the Lakewood Cultural Center Community Room in Lakewood, Colorado, on Tuesday, February 12, 2008, 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 92 people, not including CDOT, consultant, or Lakewood staff, attended the meeting. People arrived throughout the course of the meeting. Attendance was strong at both presentations, with the 5:00 p.m. presentation more heavily attended. Appendix B includes a copy of the meeting roster, listing the attendees at the public scoping meeting. Public comments are summarized in Section 4.0 of this report.

3.2 Meeting Format and Content

Open House #2 was conducted in a mixed open house and presentation format. For the Open House portion of the meeting, information stations were set up to cover the following topics:

- project purpose and need, and study schedule;
- design concepts and screening results;
- traffic;
- environmental resources and water quality treatment options;
- Reference materials and handouts; and
- CDOT's right-of-way procedures.

CDOT and consultant staff were available at the stations and talked with meeting participants about the information provided. A presentation was given from 5:00 to 5:45 p.m. and repeated again from 7:00 to 7:45 p.m. Appendix C includes a copy of the Open House #2 meeting presentation.

Comments were taken by staff during the open house portions of the meeting, and a comment box was provided to collect comment forms. Meeting minutes are provided in Appendix F. A Spanish translator was available, but no Spanish-only speakers were present



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at the meeting. An unsupervised children's area was available, and one family took advantage of this service.

3.3 Display Boards and Handouts

Display boards used at Open House #2 provided information on the project purpose and need and schedule; design concepts and screening results; traffic; and environmental resources and water quality treatment options. Display boards illustrated the following topics (see Appendix D for illustrations):

- Project purpose and need
- Key decision milestones
- Vicinity map
- Interchange design concepts retained for evaluation
- Interchange design concepts not recommended for detailed evaluation
- Lakewood vision for interchange aesthetics
- Wadsworth Boulevard alternative elements – travel lanes and sidewalks
- Wadsworth Boulevard alternative elements – medians
- Wadsworth Boulevard existing conditions and concept retained for evaluation
- Wadsworth Boulevard concepts not recommended for detailed evaluation
- Year 2007 existing traffic levels of service
- Year 2035 No Action traffic levels of service
- Level of service explanation board
- Environmental resource areas to be analyzed
- Water quality treatment options

Handouts were available to provide more detailed information on some aspects of the study (see Appendix E). Handouts provided information on the following topics:

- Agenda
- Project purpose and need
- EA process
- Noise information
- Frequently asked questions
- Level 1 screening results
- FHWA *Benefits of Access Management* brochure
- CDOT right-of-way information
- Open House #2 comment form

Single, reference-only copies of Lakewood's *Wadsworth Boulevard Strategic Plan* and *Wadsworth Station Area Implementation Plan* were also available at the reference table.



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4.0 Open House #2 Comments

Members of the public provided comments through discussions with project staff during the meeting, and through comment forms submitted during and after the meeting. The sections below summarize the comments received at the meeting. Individual comment forms are compiled in Appendix G.

Comments received verbally by project staff during the public scoping meeting are detailed in Section 4.1 below. Written comments are summarized in Section 4.2 below and included in their entirety in Appendix G.

4.1 Summary of Verbal Comments

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

Design Concepts

- Reroute traffic through the neighborhood on the southeast side of the interchange, and develop a slip ramp similar to the Carr Street/Garrison Street entrance for cars entering eastbound 6th Avenue between Wadsworth Boulevard and Sheridan Boulevard. Close the existing eastbound on-ramp onto US 6.
- Project needs could be addressed by 1) reconfiguring the southbound US 6 off-ramp and removing the signal at 5th Avenue; and 2) adding a slip ramp to enter US 6 east of Wadsworth Boulevard rather than reconstructing the interchange, because it would disrupt fewer residences.
- The project must plan for transit. Support for a future trolley car along Wadsworth Boulevard.
- Support for the Single-Point Urban Interchange (SPUI) concept.
- Support for concepts that do not add more signals. Additional signals will not help accommodate current and increased traffic volumes on Wadsworth Boulevard.

Traffic

- The intersection of Wadsworth Boulevard with 5th Avenue is skewed with “dips” on both sides. Southbound Wadsworth Boulevard needs a right-turn lane onto 5th Avenue and larger turning radii at the 5th Avenue intersection.



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- Signals along Wadsworth Boulevard are not synchronized; they increase traffic congestion and make drivers stop at every light.
- The Carr Street/Garrison Street slip ramps should be removed.
- The Carr Street/Garrison Street slip ramps should be maintained.

Noise

- Noise levels have increased since the speed limit on US 6 was raised to 65 mph. Look into lowering the speed limit back to 55 mph.
- Please look into quiet pavement on US 6, like rubberized asphalt or pavement similar to that at US 6 near Indiana Avenue.
- Residents experienced high levels of noise, dust, and fumes during noise-wall construction along US 6 east of Wadsworth Boulevard. Hotel vouchers were offered to residents proximate to the Transportation Expansion (T-REX) Project construction, and this sounds like a good idea during construction for this project.

Safety

- The 65-mph speed limit on 6th Avenue is too high and causes too many accidents. Look into lowering the speed limit back to 55 mph.

Right-of-Way and Property Acquisition

- A property owner was concerned that a decision in December 2008 meant that all negotiations for acquiring right-of-way and property would be finalized by this time; the owner expressed concern that this is very little time to make decisions about relocation. Staff explained that right-of-way negotiations will occur after a decision on the project is issued, and affected property owners will have time to negotiate and make decisions.

Drainage and Utilities

- Project team should be aware of existing ditch systems in the neighborhood.

Maintenance

- There is currently insufficient snow storage on Wadsworth Boulevard. Future designs for snow storage should not block pedestrian and bike paths.

Miscellaneous

- The public needs to understand the details of the cost estimate for the project so that they can understand how mitigation for noise and property impacts is being considered.
- Please start construction as soon as possible.



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- Please continue to keep the public informed of project progress and decisions.

4.2 Summary of Written Comments

Approximately 18 comment forms were handed in at Open House #2. Five additional comment forms were mailed to the project team after the open house. These written comments were entered into the comment database, which records all individual public comments received during the course of the study. The completed forms are compiled in Appendix G.

The comment form asked the following questions:

1. Do you agree with the results of the Level 1 screening for the interchange concepts – yes or no? Comments?
2. Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts – yes or no? Comments?
3. Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist (provided on the back of the comment form), and provide any comments on the criteria in the space provided below.
4. Do you have any additional comments?

Exhibit 2 documents the responses to Questions 1 and 2.

EXHIBIT 2

Open House #2 Comment Form Questions 1 and 2 Responses – Level 1 Screening Results

Question	“Yes” Responses	“No” Responses	No Answer
1. Do you agree with the results of the Level 1 screening for the interchange concepts?	13	2	8
2. Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts?	14	3	6

Source: CH2M HILL, 2008.



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The responses that disagreed with the results of the screening for the interchange cited the following reasons for disagreement:

- The interchange concepts must plan for transit. (Project team note: the interchange concepts do not preclude transit.)
- The frontage road in the northwest quadrant of the interchange must be accessible to traffic exiting westbound US 6 to northbound Wadsworth Boulevard. (Project team note: the interchange concepts were not developed to this level of detail for Level 1 screening.)

The responses that disagreed with the results of the screening for Wadsworth Boulevard cited the following reasons for disagreement:

- The two-way left-turn lane (Concept 9) seems like a reasonable concept to carry forward. Dedicated transit lanes (Concepts 10 and 11) seem like reasonable concepts to carry forward.
- The Wadsworth Boulevard concepts must plan for transit.
- The frontage road in the northwest quadrant of the interchange must be accessible to traffic exiting westbound US 6 to northbound Wadsworth Boulevard. (Project team note: the Wadsworth Boulevard concepts were not developed to this level of detail for Level 1 screening.)

Question 3 asked respondents to mark as “high priority” those Level 2 evaluation criteria that they feel are important in evaluating the design concepts carried forward. Respondents were asked to mark up to five criteria as “high priority” for the interchange concept evaluation, and up to five criteria as “high priority” for the Wadsworth Boulevard concept evaluation. Exhibits 3 and 4 document the number of Level 2 screening criteria that received “high priority” responses for the interchange and Wadsworth Boulevard evaluations, respectively.

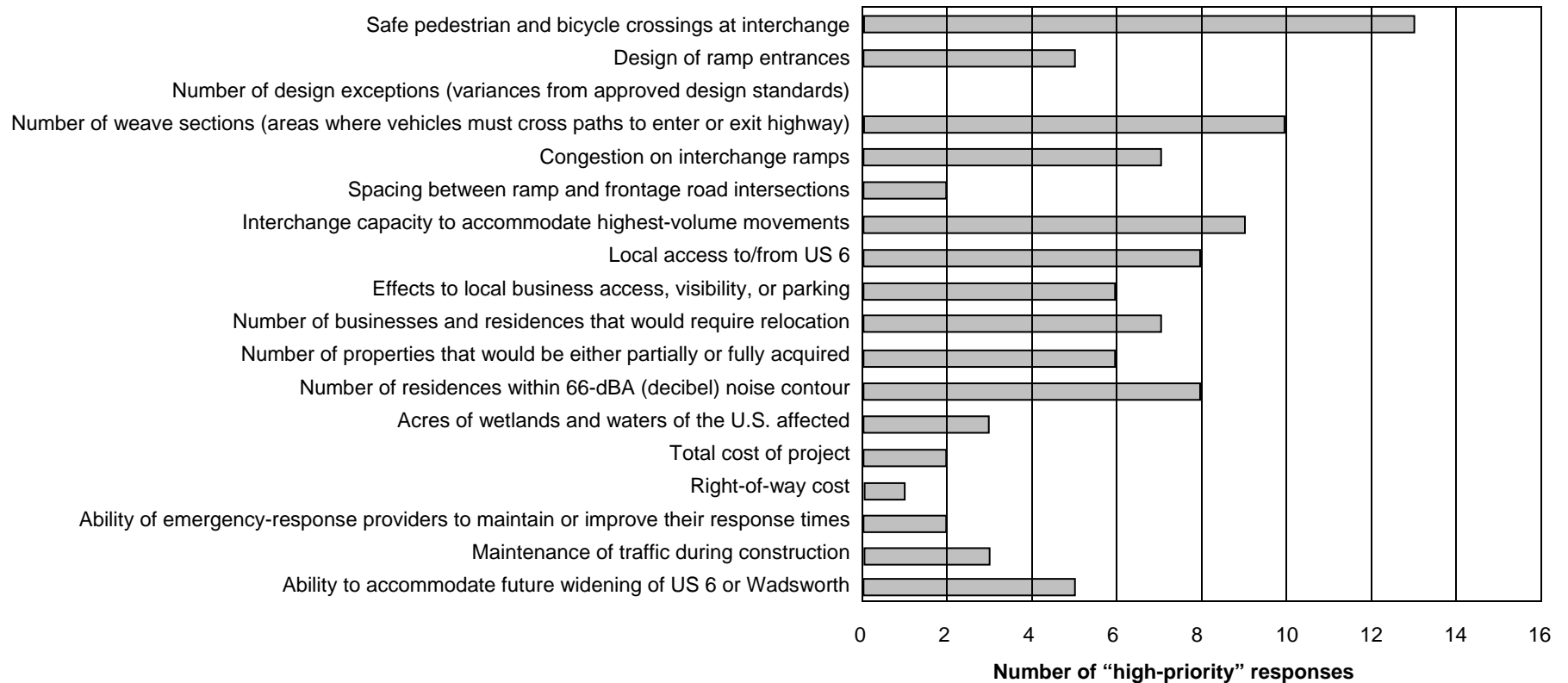


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EXHIBIT 3

Open House #2 Comment Form Question 3 Responses – Level 2 Evaluation Criteria Priorities for Interchange

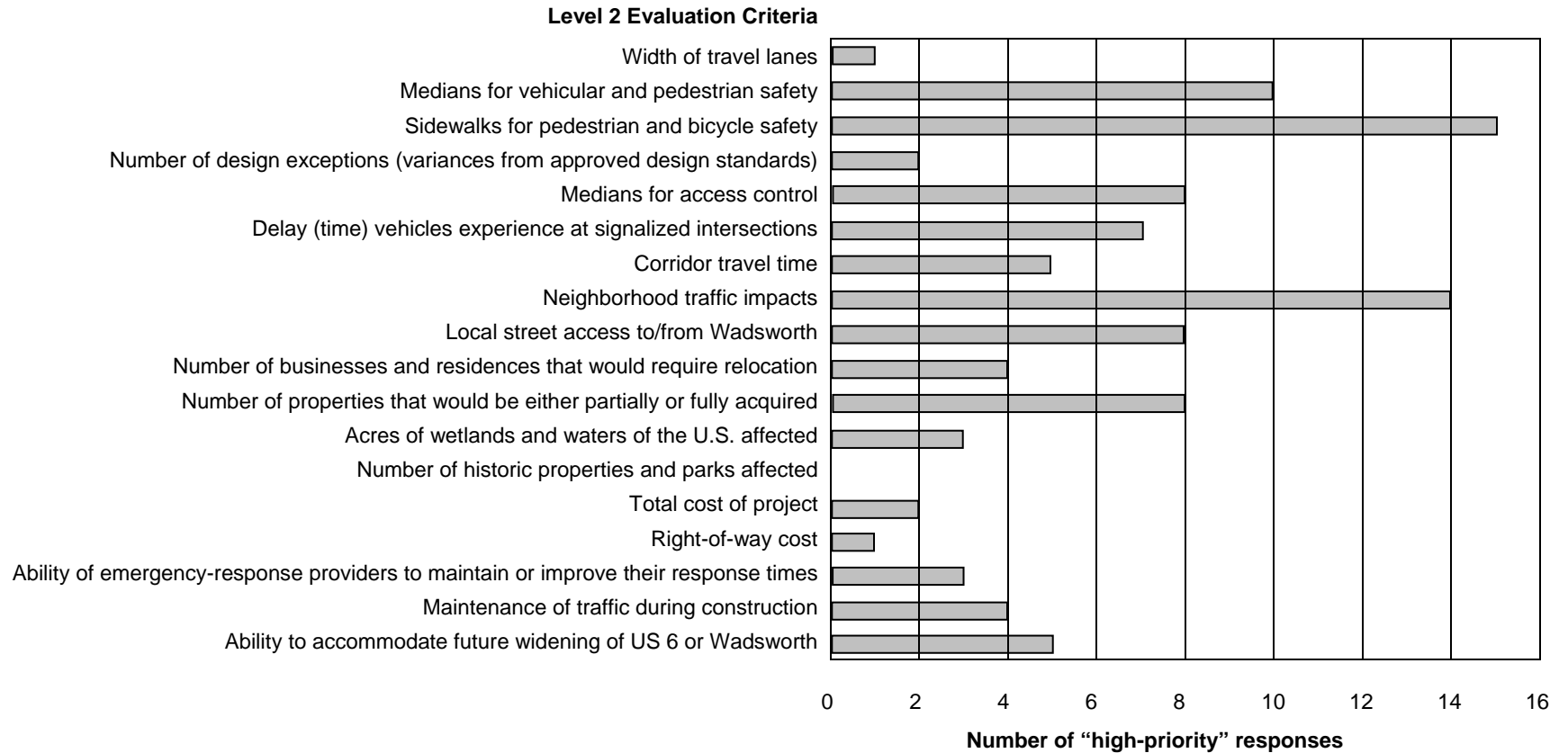
Level 2 Evaluation Criteria



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EXHIBIT 4

Open House #2 Comment Form Question 3 Responses – Level 2 Evaluation Criteria Priorities for Wadsworth Boulevard





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Additional comments provided in response to all questions focused on design concepts, noise, pedestrian and bicycle access, and access and traffic. Other topics of interest included safety and drainage.

Interchange Concepts

- The SPUI seems most effective and has lowest impacts to businesses and residents.
- The partial cloverleaf concept is not pedestrian- or bicycle-friendly.
- Any concepts with a loop configuration must provide grade-separated crossings for bicycles and pedestrians.
- Interchange must provide for safe pedestrian and bicycle crossing.
- Support for the partial cloverleaf concept.
- Incorporate special features, xeric landscaping, and aesthetic treatments for bridge and walls into the interchange design.
- For the Tight Diamond with Loop and Partial Cloverleaf concepts, suggestion to upgrade existing loop ramps rather than reconstruct them, to decrease cost of construction.

Wadsworth Boulevard Concepts

- Landscaped buffers between sidewalks and road, and raised medians, take up too much space.
- Raised medians improve safety by eliminating dangerous turns and controlling access.
- Raised medians impede access, cost too much money, and are expensive to maintain.
- Wadsworth Boulevard should have the same number of travel lanes from Alameda Avenue to 14th Avenue. Current four-lane section between US 6 and 14th Avenue is a bottleneck.
- There should be a middle lane in Wadsworth Boulevard to accommodate traffic turning from Highland Drive to southbound Wadsworth Boulevard.

Noise

- Provide noise reduction through noise walls or quiet pavement between Wadsworth Boulevard and Kipling Street.
- Do not increase noise levels over current conditions.
- Noise levels have increased since the speed limit on US 6 was raised to 65 mph. Look into lowering the speed limit back to 55 mph.



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- Please look into quiet pavement on US 6, like rubberized asphalt or pavement similar to that at US 6 near Indiana Avenue.

Bicycle and Pedestrian Access

- Provide safe access for pedestrians, bicyclists, transit patrons, and disabled citizens.
- Provide detached sidewalks so that there is room for snow removal. Attached sidewalks render sidewalks impassable when they are covered with snow from snow plows.
- Consider pedestrian and bicycle access across Wadsworth Boulevard, east to west.
- Provide a connection from Wadsworth Boulevard to the future Two Creeks Park.
- Wide pedestrian and bike paths are important.
- Plow and sweep the pedestrian and bike paths.

Access and Traffic Issues

- Maintain the Carr Street slip ramps, even if they are moved to a different location.
- Synchronize traffic signals on Wadsworth Boulevard so that traffic does not have to stop at every signal. Current signal timing significantly slows traffic on Wadsworth Boulevard, particularly regional journeys.
- Improve traffic flow onto US 6. Do not use loops to enter US 6 because [the existing weave sections when entering US 6] are scary to negotiate during rush hour.
- Install “No U-turn” signs along Wadsworth Boulevard.
- Existing access from Eiber neighborhood (northwest of interchange) to Wadsworth Boulevard is good, and no changes should be made.

Safety

- Provide safe access from Wadsworth Boulevard onto US 6.
- The existing Carr Street slip ramp entrance to US 6 is dangerous and should be closed.
- Provide better signage on US 6 announcing Wadsworth Boulevard exits, to prevent dangerous U-turns on Wadsworth when drivers realize they have exited in the wrong direction. Provide better signage prior to project construction.

Drainage

- Provide water runoff drains sufficient for the 30-year flood.



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- Enhance slopes of Lakewood Gulch by a) cutting them back for a gentler cross profile; b) providing adequate bridging for large floods; and c) providing for eventual trail construction along the gulch.
- Be aware of all creeks and irrigation ditches that cross Wadsworth Boulevard between US 6 and 13th Avenue, specifically Wright Lateral and Rocky Mountain Ditch Company.

Miscellaneous

- Consider providing a bus lane on US 6.
- Start construction as soon as possible.
- Construct the project correctly the first time so it does not have to be reconstructed in seven or eight years.
- Coordinate appropriately with the RTD West Corridor project.



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APPENDIX A

Notices and Advertisements

PUBLIC MEETING

WHEN:

February 12, 2008 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:

Lakewood Cultural Center Community Room
470 South Allison Parkway
Lakewood, Colorado

WHY:

The Colorado Department of Transportation is studying potential transportation improvements to the US 6/Wadsworth interchange and to Wadsworth from 4th to 14th Avenues. Members of the public are invited to the upcoming meeting to learn about the conceptual design alternatives, and the screening process that excludes alternatives with fatal flaws from further study.

Children's activity area available (unsupervised).
Traducción al español estará disponible durante la reunión.

US 6/Wadsworth



For more information:
visit www.US6Wadsworth.com





January 2008 Newsletter

Join us at the next US 6/Wadsworth public open house to discuss project alternatives: **Tuesday, February 12, 2008, 4:00 to 8:00 p.m.**, with informational presentations at 5:00 and 7:00 p.m. The meeting will take place at the **Lakewood Cultural Center, Community Room, 470 South Allison Parkway, Lakewood, Colorado**. A children's activity area will be available (unsupervised).

What is the US 6/Wadsworth Environmental Assessment?

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) are evaluating improvements to the interchange of US 6 and Wadsworth Boulevard and to Wadsworth Boulevard from approximately 4th Avenue to 14th Avenue in Lakewood, Colorado (referred to as the project area). Nearly 190,000 cars pass through the project area daily, making improvements a priority to CDOT, FHWA, the City of Lakewood, and area residents, businesses, and commuters. Constructed in the early 1960's, the interchange was adequate for its time; however, its tight cloverleaf design does not meet current and future traffic needs. In addition, safety concerns at the interchange include tight curves, short ramps, and weaving conflicts that contribute to congestion. Along Wadsworth Boulevard, traffic challenges include congestion, high transit use, limited sidewalks, and numerous driveways that sometimes create hazardous situations for cars, trucks, buses, bicyclists, and pedestrians. It is anticipated that these problems will worsen as traffic grows over the next 30 years.

The study is an Environmental Assessment (EA) that will identify potential alternatives to address the transportation needs of the roadways and analyze the social, environmental, and transportation effects of potential improvements. The EA will document the project purpose and need for improvements, identify the preferred alternative for improvements, present the environmental and social benefits and costs of the preferred alternative, and commit to mitigation that could avoid or minimize negative impacts to the project area. A "No-Action" alternative - which would not provide any transportation improvements - will also be analyzed.

What is the Purpose and Need for the Project?

The purpose of the US 6 and Wadsworth Boulevard project is to improve traffic flow and safety, accommodate high traffic volumes, and increase multi-modal travel options and connections at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 4th Avenue and 14th Avenue.

The existing design and configuration of the interchange and roadway within the project limits have not kept pace with traffic and multi-modal travel demands. Therefore, improvements are needed to increase capacity, and improve safety and connectivity of all transportation modes. These needs fall into four categories: safety, roadway geometrics, capacity, and modal connectivity.

- **Safety.** Vehicular, pedestrian, and bicycle safety need to be improved at the interchange and along Wadsworth Boulevard.
- **Roadway geometrics.** There are many locations in the study area where the roadways or structures (such as bridges) do not meet current design standards and need to be improved.
- **Capacity.** The volume of traffic in the study area exceeds the capacity of the existing infrastructure, making capacity improvements necessary to relieve congestion and delays.
- **Modal connectivity.** Modal connectivity improvements for automobiles, trucks, bicyclists, pedestrians, and buses are needed on Wadsworth Boulevard within the study area.

What Has the Project Team Done?

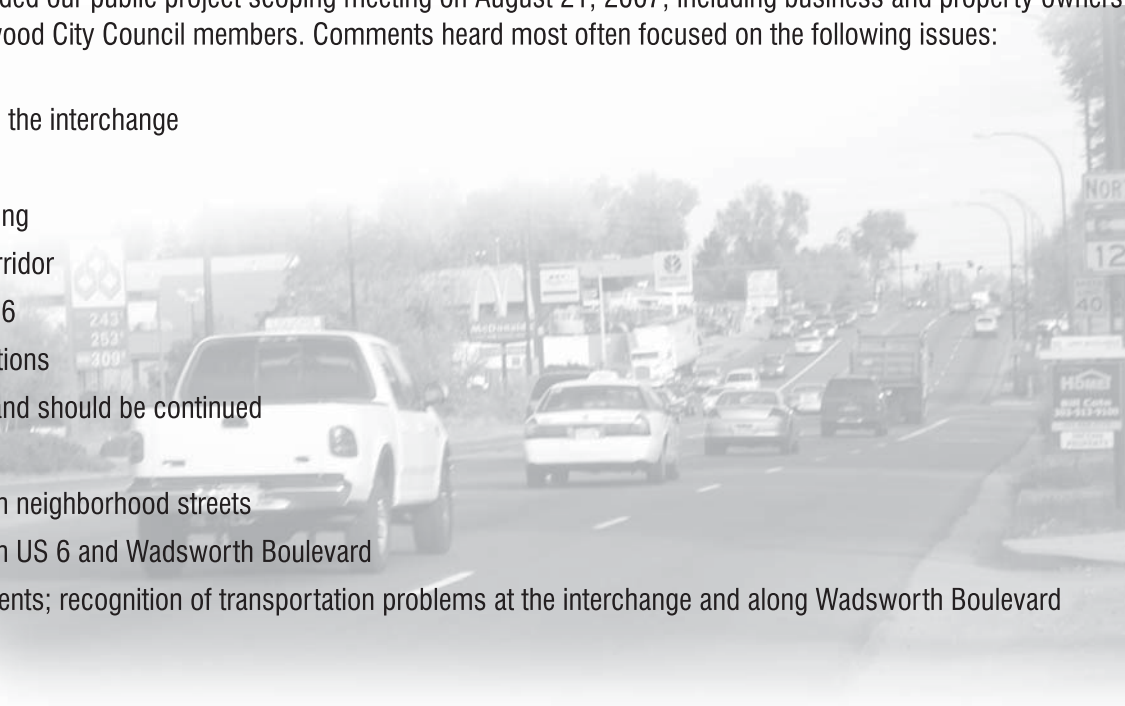
The project team consists of CDOT, FHWA, and a consultant team led by engineering firm CH2M HILL. The team has completed the scoping phase of the EA, during which time we talked with local, State, and Federal Agencies and members of the public to determine the important issues and the scope (or breadth) of the study. During the scoping phase we conducted the following activities:

- Established a charter among FHWA, CDOT, City of Lakewood, and the Regional Transportation District (RTD) to define and clarify the roles of the public agencies in the study.
- Gathered data regarding existing conditions, coordinated with public agencies, and solicited public input to determine the environmental resources that could be affected by transportation improvements in the study area. The EA will consider in detail effects to the following resources: roadway design, traffic operations, pedestrian and bicycle facilities, noise levels, drainage conditions, business operations, right-of-way and ownership, environmental resources such as wildlife, air quality, water quality, historic resources, and hazardous materials.
- Defined the project purpose and identified the transportation needs in the study area, with input from agencies and the public.
- Solicited public and agency comments through local meetings and events, including:
 - Agency and public scoping meetings
 - City of Lakewood and RTD staff meetings
 - Lakewood City Council briefing
 - Neighborhood and business association meetings
 - Community events
 - Individual meetings with property and business owners, area schools, and emergency service providers
- Distributed thousands of project fact sheets to local schools, businesses, community organizations, and residences
- Created and kept the project website up to date (www.US6Wadsworth.com)
- Established an accelerated schedule for the completion of the EA and final decision (currently scheduled for December 2008)

What Have We Heard?

Through outreach efforts to seek public and agency input on the project, we have received comments from agency representatives, local business owners, and the public. More than 25 representatives of local, State, and Federal Agencies participated in an agency scoping meeting on August 16, 2007. In addition to the hundreds of people that attended other small group meetings or outreach events, more than 70 people attended our public project scoping meeting on August 21, 2007, including business and property owners, City of Lakewood staff, and Lakewood City Council members. Comments heard most often focused on the following issues:

- Accidents, particularly around the interchange
- Bicycle and pedestrian needs
- Construction timing and phasing
- Interaction with RTD West Corridor
- Noise at residences along US 6
- Property acquisition or relocations
- Public outreach is important and should be continued
- Recreational use of gulches
- Speed and volume of traffic on neighborhood streets
- Speed and volume of traffic on US 6 and Wadsworth Boulevard
- Support for project improvements; recognition of transportation problems at the interchange and along Wadsworth Boulevard



How Will We Identify Improvements?

The scoping period ended on August 31, 2007. The project team is now beginning to develop design alternatives for the project area. The first step in this process is to establish criteria that can be used to evaluate potential alternatives. There are two levels of screening involved with the development of project alternatives. Level 1 (Fatal Flaw) screening helps the project team to identify fatal flaws and screen out alternatives that are not reasonable or feasible. Level 2 screening criteria will evaluate and compare the remaining alternatives against one another to determine the best option (also known as the preferred alternative).

At the next public meeting on Tuesday, February 12, 2008 the project team will discuss the alternatives development and evaluation process and present the results of our Level 1 (Fatal Flaw) screening. We will also solicit public feedback on both the screening criteria and the screening process to assess the following:

- ...did we consider the important issues?**
- ...did we consider a reasonable range of alternatives?**
- ...did we carry forward the appropriate alternatives?**
- ...did we miss anything?**

The Level 1 screening criteria are shown below. The Level 2 evaluation will be a quantitative comparison of the alternatives, for example, cost in dollars, intersection congestion levels, and the number of properties affected. Alternative elements will be measured and attributes of each alternative will be rated as “good,” “fair,” or “poor.” For more detailed information on the screening criteria, please visit the Alternatives page of the project website at www.US6Wadsworth.com.

Draft Level 1 Screening Criteria

Criteria	Description
Safety/Design	Is the alternative feasible from an engineering perspective? Can this alternative accommodate safer bicycle and pedestrian travel? Does the alternative improve weaving/merge conditions?*
Mobility/Traffic Operations	Does the alternative decrease access conflicts?*** Can the alternative meet current and future traffic needs? Does the alternative address the interaction of the Wadsworth Boulevard interchange and the Carr/Garrison Street entrance/exit ramps?
Local Impacts	Does the alternative provide a means to access residences and businesses along the corridor?
Environmental impacts	Can environmental impacts be reasonably mitigated? Primary environmental impacts considered during Level 1 Screening include right-of-way, noise, water quality, and Section 4(f) (historic and recreational resources).
Cost Feasibility	Can the alternative be constructed within 150 percent of estimated costs? Estimated costs include the capital construction, and right-of-way acquisition.
Implementation	Is the alternative compatible with established local plans and visions? Is the alternative compatible with RTD West Corridor light rail plans?

*Note: Weaving/merge areas are where traffic must cross paths within a limited distance to enter or exit the highway and merge with through traffic.

**Note: Access conflicts include closely spaced intersections and numerous driveways.

What Are the Next Steps?

The project team plans to identify a preferred alternative in the spring of 2008 and distribute the EA for public review in summer 2008. After considering the analysis and public comments on the EA, CDOT and FHWA plan to make a final decision regarding the preferred alternative at the end of 2008. The schedule of key milestones is illustrated in the chart below.

Schedule of Key Milestones



The project team will complete the following steps in order to reach a decision on the project:

- Develop initial alternatives for design solutions (December 2007 to January 2008)
- Screen and evaluate the alternatives and solicit public feedback (February 2008 to April 2008)
- Select a preferred alternative, analyze its impacts, and identify mitigation measures in an EA (April 2008 to August 2008)
- Hold a Public Hearing on the EA and take public comments (August 2008)
- Make and document a final decision that may identify a construction project to address the issues in the study area (December 2008)

Please join us at our next public meeting on February 12, 2008 to provide input on the alternatives screening process. Specifically, we would like your feedback on the screening criteria presented in this newsletter - do you feel we considered the right issues in our screening criteria? At the meeting, we will also ask for input on the range of alternatives considered, and the screening results.

How Can You Stay Connected?

Current project information is provided on the project website: www.US6Wadsworth.com. The project team has attended a number of neighborhood and business group meetings in the area. If you are interested in having a presentation at your group meeting, please call **Colleen Kirby Roberts – CH2M HILL Public Involvement Coordinator at 303-573-5385, extension 205**. We are happy to meet with your group, provide current information on the study, and answer any questions. You may also contact any of the following team members to discuss the study.

Colleen Kirby Roberts – CH2M HILL Public Involvement Coordinator 303-573-5385, extension 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

Mindy Crane – CDOT Public/Media Relations Manager 303-757-9469

Project Numbers and Facts

- Nearly 190,000 vehicles travel through the project area daily.
- Traffic on Wadsworth Boulevard is projected to increase by 25 to 50 percent over the next 30 years.
- Traffic on US 6 at the Wadsworth Boulevard interchange is projected to increase by 25 to 50 percent over the next 30 years.



Boletín de Noticias de Enero de 2008

Acompañenos en la reunión pública de US 6/Wadsworth para discutir las alternativas del proyecto: Martes, 12 de Febrero de 2008, 4:00 a 8:00 p.m., con presentaciones informativas sobre el proyecto a las 5:00 y a las 7:00 p.m. El reunión estará al Centro Cultural de Lakewood, Cuartos de la Comunidad, 470 South Allison Parkway, Lakewood, Colorado. Area para el cuidado de los niños estará disponible (sin supervision).

¿Qué es la Evaluación Ambiental de US 6/ Wadsworth?

El Departamento de Transportación de Colorado (por sus siglas en inglés CDOT) y la Administración Federal de Carreteras (por sus siglas en inglés FHWA) están evaluando mejoras para la intersección de US 6 y Wadsworth Boulevard y para Wadsworth Boulevard desde aproximadamente la 4ta Avenida hasta la 14ta Avenida en Lakewood, Colorado (designado como el área del proyecto).

Cerca de 190,000 vehículos viajan a través del área del proyecto diariamente, por lo tanto realizar mejoras es una prioridad para CDOT, FHWA, la Ciudad de Lakewood, y los residentes del área, los comerciantes, y los viajeros. Construida a principios de los 1960's, la intersección era adecuada para su tiempo; sin embargo, su diseño de hoja de trébol estrecho no satisface las necesidades del tráfico actuales y futuras. Además, las preocupaciones de seguridad en la intersección incluyen curvas estrechas, rampas cortas, y los conflictos de maniobra que contribuyen a la congestión. A lo largo de Wadsworth Boulevard, los desafíos del tráfico incluyen congestión, alto uso del tránsito, aceras limitadas, y las numerosas vías de rodaje que algunas veces crean situaciones peligrosas para los carros, autobuses, bicicletas, y los peatones. Se anticipa que estos problemas van a empeorar según el crecimiento del tráfico durante los próximos 30 años.

El estudio es una Evaluación Ambiental (por sus siglas en inglés EA), que identificará alternativas potenciales para resolver las necesidades de las vías de rodaje y analizará los efectos sociales, ambientales y de transportación de las futuras mejoras. La EA documentará el propósito del proyecto y las necesidades para las mejoras, identificará la alternativa preferida para las mejoras, presentará las ventajas y los costos ambientales y sociales de la alternativa preferida, y los acuerdos para la mitigación que podrían evitar o minimizar impactos negativos al área del proyecto. Una alternativa de no acción- cual podría no proporcionar mejoras de transportación- también será analizada.

¿Cuál es el Propósito y la Necesidad del Proyecto?

El propósito del proyecto de US 6 y Wadsworth es mejorar el flujo del tráfico y la seguridad, acomodar altos volúmenes de tráfico, aumentar conexiones y opciones de viaje multi-modales en la intersección de US 6 y Wadsworth Boulevard y a lo largo de Wadsworth Boulevard entre la 4ta Avenida y la 14ta Avenida.

El diseño y la configuración existente de la intersección y de las vías de rodaje dentro de los límites del proyecto no han guardado paso con el tráfico y las demandas de viaje multi-modales. Por lo tanto, las mejoras son necesarias para aumentar la capacidad y mejorar la seguridad y la conectividad de todos los modos de transportación. Estas necesidades se desglozan en cuatro categorías: seguridad, diseños geométricos de las vías de rodaje, capacidad, y conectividad modal.

- **Seguridad:** La seguridad vehicular, de peatones, y de las bicicletas necesitan ser mejoradas en la intersección y a lo largo de Wadsworth Boulevard.
- **Diseños geométricos de las vías de rodaje:** Hay muchas localizaciones en el área de estudio donde las vías de rodaje o las estructuras (tales como puentes) no satisfacen los estándares actuales de diseño y necesitan ser mejorados.
- **Capacidad:** El volumen del tráfico en el área de estudio excede la capacidad de la infraestructura existente, haciendo necesario mejorar la capacidad para aliviar la congestión y las demoras.
- **Conectividad modal:** Mejoras de la conectividad modal para los automóviles, camiones, bicicletas, peatones, y los autobuses son necesarias en Wadsworth Boulevard dentro del área de estudio.

¿Qué el equipo del proyecto ha completado?

El equipo del proyecto consiste de CDOT, FHWA, y un equipo de consultores dirigidos por la firma de ingeniería CH2M HILL. El equipo ha completado la fase de alcance de la EA, durante el cuál hablamos con Agencias Locales, Estatales, y Federales y miembros del público para determinar los aspectos importantes y el alcance (o anchura) del estudio. Durante la fase de alcance se realizaron las siguientes actividades:

- Se estableció una carta entre FHWA, CDOT, la Ciudad de Lakewood, y el Distrito Regional de Transportación (por sus siglas en inglés RTD) para definir y clarificar los roles de las agencias públicas en el estudio.
- Se recopilaron datos con respecto a las condiciones existentes, se coordinó con las agencias públicas, y se solicitó de la opinión pública para determinar los recursos ambientales que se podrían afectar por las mejoras de transportación en el área de estudio. La EA considerará detalladamente los efectos a los siguientes recursos: diseño de las vías de rodaje, operaciones del tráfico, facilidades para los peatones y las bicicletas, niveles de ruido, condiciones de los drenajes, operaciones de los comerciantes, servidumbre de paso y propiedad, recursos ambientales tales como fauna, calidad del aire, calidad del agua, recursos históricos, y materiales peligrosos.
- Se definió el propósito del proyecto y se identificó las necesidades de transportación en el área de estudio, con las sugerencias de las agencias y del público.
- Se solicitó comentarios del público y de las agencias por medio de reuniones y eventos locales, incluyendo:
 - Reuniones de alcance de las agencias y del público
 - Reuniones con el personal de la Ciudad de Lakewood y RTD
 - Informe al Consejo de la Ciudad de Lakewood
 - Reuniones con las asociaciones de comerciantes y vecinos
 - Eventos en las comunidades
 - Reuniones individuales con los comerciantes y propietarios, las escuelas del área, y los proveedores de servicios de emergencia
- Se distribuyeron miles de hojas con datos del proyecto en las escuelas locales, comercios, organizaciones comunitarias y en las residencias.
- Se creó y se mantiene actualizada la página electrónica del proyecto (www.US6Wadsworth.com)
- Se estableció un itinerario acelerado para completar la EA y las decisiones finales (actualmente programado para diciembre de 2008)

¿Qué hemos escuchado?

Por medio de los esfuerzos de buscar las sugerencias del público y de las agencias sobre el proyecto, se han recibido comentarios de representantes de agencias, dueños de comercios locales, y del público. Más de 25 representantes de agencias locales, estatales, y federales participaron en una reunión de alcance de las agencias el 16 de agosto de 2007. Además de los centenares de personas que asistieron a otras pequeñas reuniones de grupo o eventos para involucrar al público, más de 70 personas asistieron a nuestra reunión pública de alcance el 21 de agosto de 2007, incluyendo dueños de comercios y de propiedades, personal de la Ciudad de Lakewood, y miembros del Consejo de la Ciudad de Lakewood. Los comentarios más frecuentes escuchados se enfocaron en los siguientes aspectos:

- Accidentes, particularmente alrededor de la intersección
- Necesidades de las bicicletas y de los peatones
- Tiempo de construcción y sus fases
- Interacción con el Corredor del Oeste de RTD
- Ruido en las residencias a lo largo de US 6
- Adquisición o relocalizaciones de propiedades
- Involucrar al público es importante y debe ser continuado
- Uso recreacional de los valles
- Velocidad y volumen de tráfico en las calles del vecindario
- Velocidad y volumen de tráfico en US 6 y Wadsworth Boulevard
- Apoyo para las mejoras del proyecto; reconocimiento de los problemas de transportación en la intersección y a lo largo de Wadsworth Boulevard

¿Cómo identificaremos mejoras?

El período de alcance culminó el 31 de agosto de 2007. El equipo del proyecto está ahora comenzando a desarrollar las alternativas de diseño para el área del proyecto. El primer paso en este proceso es establecer los criterios que pueden ser utilizados para evaluar las alternativas potenciales. Hay dos niveles de eliminación envueltos con el desarrollo de las alternativas del proyecto. El nivel 1 de eliminación (defecto fatal) ayuda al equipo del proyecto a identificar defectos fatales y no evaluar las alternativas que no son razonables o factibles. Los criterios de eliminación en el nivel 2 evaluarán y compararán las alternativas restantes una contra otra para determinar la mejor opción (también conocida como la alternativa preferida). En la próxima reunión pública el martes, 12 de febrero de 2008, el equipo del proyecto discutirá el desarrollo de las alternativas y el proceso de evaluación y presentará los resultados de nuestra eliminación en el nivel 1 (defecto fatal). También solicitaremos la opinión del público en ambos, los criterios de evaluación y el proceso de evaluación para determinar lo siguiente:

...consideramos los aspectos importantes?

...consideramos un rango razonable de alternativas?

...llevamos adelante las alternativas apropiadas?

...nos faltó algo?

Los criterios de eliminación en el nivel 1 se demuestran abajo. La eliminación en el nivel 2 será una comparación cuantitativa de las alternativas, por ejemplo, costo en dólares, niveles de congestión en la intersección, y el número de propiedades afectadas. Los elementos alternativos serán medidos y las cualidades de cada alternativa serán clasificadas como “buenas,” “justas,” o “pobres”. Para una información más detallada sobre los criterios de eliminación, por favor visite la página de las alternativas en la página electrónica del proyecto en www.US6Wadsworth.com.

Bosquejo de los Criterios de Eliminación en el Nivel 1

Criterios	Descripción/ Medida (si/no)
Seguridad/Diseño	¿Es la alternativa factible desde una perspectiva de ingeniería? ¿Puede esta alternativa acomodar más seguro el recorrido de las bicicletas y los peatones? ¿La alternativa mejora las condiciones de conflictos de maniobra/entrada? * ¿La alternativa disminuye los conflictos de acceso? **
Movilidad/ Operaciones del Tráfico	¿Puede la alternativa satisfacer las necesidades del tráfico actuales y futuras? ¿La alternativa resuelve la interacción de la intersección de Wadsworth Boulevard y la rampa de entrada/ salida en Carr/Garrison?
Impactos locales	¿La alternativa proporciona medios para tener acceso a las residencias y a los comercios a lo largo del corredor?
Impactos ambientales	¿Pueden los impactos al medio ambiente ser razonablemente atenuados? Los impactos ambientales primarios considerados durante la eliminación en el nivel 1 incluyen la servidumbre de paso, el ruido, la calidad del agua, y la Sección 4(f) (recursos históricos y recreacionales).
Viabilidad del costo	¿Se puede construir la alternativa dentro de 150 por ciento de los costos estimados? Costo incluye construcción capital y la adquisición del derecho de paso.
Implementación	¿Es la alternativa compatible con los planes y visiones locales establecidos? ¿Es la alternativa compatible con los planes de riel liviano del Corredor del Oeste de RTD?

*Nota: Las áreas de conflictos de maniobra/entrada son donde el tráfico debe cruzar las trayectorias dentro de una distancia limitada para entrar o salir de la carretera y para entrar en el tráfico directo.

**Nota: Los conflictos del acceso incluyen intersecciones cercanamente espaciadas y numerosas vías de rodaje.

¿Cuál es el siguiente paso?

El equipo del proyecto planea identificar una alternativa preferida en la primavera del 2008 y distribuir la EA para revisión pública en el verano del 2008. Luego de considerar los análisis y los comentarios del público sobre la EA, CDOT y FHWA planifica tomar una decisión final con respecto a la alternativa preferida a finales del 2008. El itinerario de los puntos importantes es ilustrado en la siguiente gráfica.

Esquema de los puntos importantes



El equipo del proyecto completará los siguientes pasos para alcanzar una decisión sobre el proyecto:

- Desarrollar alternativas iniciales para las soluciones de diseño (diciembre de 2007 a enero de 2008)
- Eliminación y evaluación de las alternativas y solicitar sugerencias del público (febrero de 2008 a abril de 2008)
- Seleccionar la alternativa preferida, analizar sus impactos e identificar las medidas de mitigación en la EA (abril de 2008 a agosto de 2008)
- Llevar a cabo una audiencia pública y tomar los comentarios del público en la EA (agosto de 2008)
- Tomar y documentar una decisión final que pueda identificar un proyecto de construcción para resolver los aspectos en el área de estudio (diciembre de 2008)

Por favor acompañenos a nuestra próxima reunión pública el martes, 12 de febrero de 2008, para proporcionar comentarios sobre el proceso de evaluación de las alternativas. Específicamente, quisiéramos sus comentarios sobre los criterios de evaluación presentados en este boletín de noticias - ¿usted siente que nosotros consideramos los aspectos correctos en nuestra evaluación de criterios? En la reunión, también preguntaremos por sus comentarios sobre el rango de alternativas consideradas, y los resultados de la evaluación.

¿Como usted puede estar conectado?

Información actualizada sobre el proyecto es proporcionada en la página electrónica del proyecto: www.US6Wadsworth.com. El equipo del proyecto ha asistido a varias reuniones de grupo del vecindario y de los comerciantes en el área. Si usted está interesado en tener una presentación en su reunión de grupo, llame por favor a **Collen Kirby Roberts - Coordinadora de involucrar al público en CH2M HILL al 303-573-5385, extensión 205**. Estamos dispuestos para reunirnos con su grupo, proporcionarle la información actualizada sobre el estudio, y contestarle cualquier pregunta.

Usted puede además contactar cualquiera de los siguientes miembros del equipo para discutir el estudio.

Colleen Kirby Roberts –Coordinadora de involucrar al público en CH2M HILL, 303-573-5385, extensión 205

Seyed Kalantar, PE – Gerente del proyecto en CDOT, 720-497-6955

Kirk Webb –Gerente ambiental en CDOT, 303-757-9826

Tim Eversoll, PE – Gerente del proyecto en CH2M HILL, 720-286-5137

Mandy Whorton – Gerente ambiental en CH2M HILL, 720-286-5239

Mindy Crane – Gerente de relaciones públicas y prensa en CDOT, 303-757-9469

Para información en español, por favor contactar a **Claudio Vera, CH2M HILL al 720-286-0226**.

Números y datos del proyecto

- Cerca de 190,000 vehículos viajan a través del área del proyecto diariamente.
- El tráfico en Wadsworth Boulevard se proyecta para aumentar por 25 a 50 por ciento durante los próximos 30 años.
- El tráfico en Wadsworth Boulevard se proyecta para aumentar por 25 a 50 por ciento durante los próximos 30 años.

Join us at the next US 6/Wadsworth public open house to discuss project alternatives:

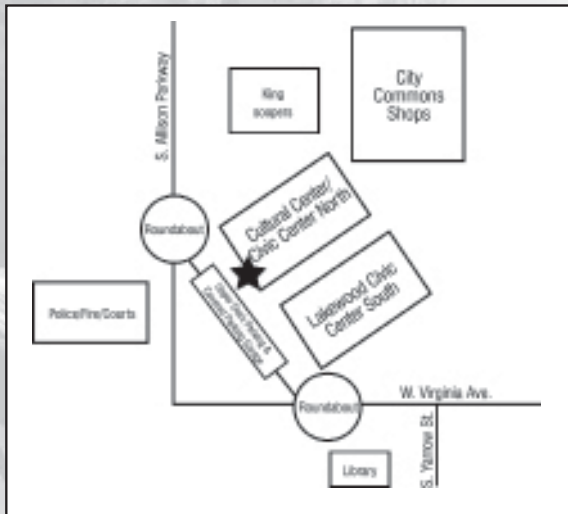
Tuesday, February 12, 2008, 4:00 to 8:00 p.m.
Informational presentations at 5:00 and 7:00 p.m.

Lakewood Cultural Center

Community Room
470 South Allison Parkway
Lakewood, Colorado

Children's area available (unsupervised)

Please visit www.US6Wadsworth.com for more information



**Acompañenos en la reunión pública de US 6/Wadsworth
Para discutir las alternativas del proyecto:**

Martes, 12 de Febrero de 2008, 4:00 a 8:00 p.m.
Presentaciones informativas sobre el proyecto serán
proporcionadas a las 5:00 y a las 7:00 p.m.

Centro Cultural de Lakewood

Cuartos de la Comunidad
470 South Allison Parkway
Lakewood, Colorado

Área para el cuidado de los niños estará disponible (sin supervisión)
Por favor visite www.US6Wadsworth.com para más información.



www.dot.state.co.us

January 28, 2008
Contact: CDOT- Mindy Crane – (303) 757-9469
Cell- (303) 880-2136

PUBLIC MEETING FOR US 6/WADSWORTH ENVIRONMENTAL ASSESSMENT

DENVER-- The Colorado Department of Transportation (CDOT) is conducting 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 4th Avenue and 14th 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 held the first public scoping meeting in August 2007 to introduce the study and gather public input on the issues to be included in the study. The second public meeting will be held in early February to present conceptual design alternatives developed for the interchange and Wadsworth Boulevard, and the screening process that excludes alternatives with fatal flaws from further study. The public meeting will be held as follows:

WHEN: February 12, 2008 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: Lakewood Cultural Center, Community Room, 470 S. Allison Pkwy, Lakewood, Colorado

**A children's activity area will be available (unsupervised).*

Members of the public are invited to attend this meeting to learn about the conceptual alternatives and the screening process, provide input, and get answers to any questions about the study.

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

###

US 6/Wadsworth



The Colorado Department of Transportation is studying potential transportation improvements to the US 6 and Wadsworth Boulevard interchange and to Wadsworth Boulevard between approximately 4th Avenue and 14th Avenue. The study is an Environmental Assessment and is anticipated for completion in December 2008.

Members of the public are invited to an upcoming public meeting to learn about the conceptual design alternatives developed for the project area, and the screening process that excludes alternatives with fatal flaws from further study. CDOT would like your input on the alternatives and screening process.

Public Meeting

Tuesday February 12, 2008

**Lakewood Cultural Center
Community Room**

470 S. Allison Parkway, Lakewood

Open house 4pm to 8pm

Informational presentations at 5pm & 7pm

Children's activity area available (unsupervised)

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.



Open House #2 Summary Report

APPENDIX B

Open House #2 Roster



Sign-In Sheet

Meeting: Open House #2

Date: February 12, 2008

Location: Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
Walter Talon		
SEYED Kalanta		
STEVE CARPENTER		
Tanni Hasford		
RAY SCHUCH		
MARGRA Tracy		
Leela Rajasekar		
Sue King		
Cindy Barone,		
Margaret Turner		
Margaret Wana		
Charles Choi		
Ornela Barofas		

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Meeting: Open House #2

Date: February 12, 2008

Location: Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
CAMERON Joseph & Beverly		<input type="checkbox"/>
Nataly Handlos		<input type="checkbox"/>
Jim Bemelen		<input type="checkbox"/>
Jill Coffman		<input type="checkbox"/>
Karen Keller		<input type="checkbox"/>
Glennys James		<input type="checkbox"/>
IRENE M GREENBERG		<input type="checkbox"/>
MARILYN Fossett		<input type="checkbox"/>
Cynthia Vitale		<input checked="" type="checkbox"/>
Sara Farnan Nagy		<input checked="" type="checkbox"/>
Maryruth Weyand		<input type="checkbox"/>
Don WEYAND		<input type="checkbox"/>
Bob Alldredge		<input type="checkbox"/>

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Meeting: Open House #2

Date: February 12, 2008

Location: Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email	
Matt Santo			<input type="checkbox"/>
Truong Lam			<input type="checkbox"/>
Gary Huber			<input type="checkbox"/>
DAVID ABBINK			<input type="checkbox"/>
Michelle Hadwiger			<input type="checkbox"/>
Ron Dworak			<input type="checkbox"/>
Mark Takvitic			<input type="checkbox"/>
Tim Ines			<input type="checkbox"/>
Kathy Green			<input type="checkbox"/>
Lynn + Fran Yehle			<input type="checkbox"/>
Karla Umlauf			<input type="checkbox"/>
Bill + Kimberly Strodt			<input type="checkbox"/>
NATE OETTINGER			<input type="checkbox"/>



Sign-In Sheet

Meeting: Open House #2

Date: February 12, 2008

Location: Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
Bob Bellinger		
MARY HERZOGENRATH		
Peter Koclanes		
Bob ISEIT		
Rogen Loedien		
JERRY WILKINSON		
Keith Goates		
NEIL MARCINIAK		
Dorethy American		
Rebecca Piska		
mel Grantham		
Wes MAUZ		

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Sign-In Sheet

Meeting: Open House #2

Date: February 12, 2008

Location: Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
James Wright		<input type="checkbox"/>
Rosa Fitzgerald		<input type="checkbox"/>
Janet Perry		<input type="checkbox"/>
Jean Reinhart		<input type="checkbox"/>
Dewe Baskett		<input type="checkbox"/>
GEORGE KOCLANES		<input type="checkbox"/>
Leda Thaler		<input type="checkbox"/>
Ken + Jill Johnson		<input type="checkbox"/>
Judy Geller		<input type="checkbox"/>
Kenny Edwards		<input type="checkbox"/>
Cherish Edwards		<input type="checkbox"/>
ANSAR ALI		<input type="checkbox"/>
Coral Coppock		<input type="checkbox"/>

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Meeting: Open House #2

Date: February 12, 2008

Location: Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
Max Tyler		<input type="checkbox"/>
LORNA FOX		<input type="checkbox"/>
Kim Bernal		<input type="checkbox"/>
ROGER WADSWORTH		<input type="checkbox"/>
John Fox		<input type="checkbox"/>
Sandy Whiston		<input type="checkbox"/>
DOUG STEVENSON		<input type="checkbox"/>
Claudia Holler		<input type="checkbox"/>
DAVE HOLLIS		<input type="checkbox"/>
Eddie Bryan		<input type="checkbox"/>
Andrea Derendel		<input type="checkbox"/>
Bob Curry		<input type="checkbox"/>
Jean Dorel Saindon		<input type="checkbox"/>

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Sign-In Sheet

Meeting: Open House #2

Date: February 12, 2008

Location: Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list




Name	Address	Email
Mary Binder		<input type="checkbox"/>
Cail Spencer		<input type="checkbox"/>
Ron Nelson		<input checked="" type="checkbox"/>
NATE OTTINGER		<input type="checkbox"/>
		<input type="checkbox"/>
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Open House #2 Summary Report


APPENDIX C

Open House #2 Meeting Presentation



US 6 and Wadsworth Boulevard Environmental Assessment Open House #2


February 12, 2008
Lakewood Cultural 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.







Agenda

- Update on the US 6 and Wadsworth Environmental Assessment progress
 - Summary of scoping
 - Where we are now
 - Next steps
- Alternatives screening process
- Concepts for the interchange
- Concepts for Wadsworth Boulevard



Meeting Format

- Presentation
- Open house information stations
- Reference materials
- Tonight's goals:
 - Update stakeholders on the US 6 and Wadsworth Environmental Assessment progress
 - Collect input on alternatives screening criteria and design concepts for the interchange and Wadsworth Boulevard


National Environmental Policy Act (NEPA) Process

- Define scope of study
- Define the purpose and need
- **Develop and analyze alternatives**
- Identify Impacts
- Determine Mitigation
- EA Document
- Final Decision

What We Have Done


- Completed project scoping
 - Gathered data on existing conditions
 - Attended neighborhood and business group meetings
 - Held public and agency scoping meetings
 - Solicited comments on important issues to include in the study
- Defined the project purpose and identified transportation needs
- Established an accelerated schedule for the study (final decision anticipated in December 2008)
- Developed and screened design concepts – presented at today's meeting



US 6/Wadsworth
Assessment

Key Issues Heard During Scoping

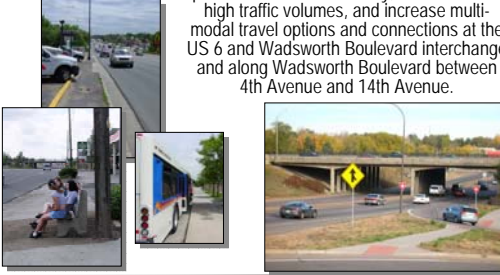

- Noise levels at residences along US 6
- Speed and volume of traffic on neighborhood streets
- Property acquisition or relocations
- Construction timing and phasing
- Interaction with RTD West Corridor
- Accidents and high speeds on Wadsworth and at the interchange
- Facilities for bicycles and pedestrians
- Business access
- Support for project improvements and recognition of transportation problems
- Public outreach is important and should be continued



US 6/Wadsworth
Assessment

Project Purpose


Improve traffic flow and safety, accommodate high traffic volumes, and increase multi-modal travel options and connections at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 4th Avenue and 14th Avenue.

US 6/Wadsworth
Assessment

NEPA Process Schedule


- Scoping (Completed)
- Purpose and Need (Completed)
- **Develop and Analyze Alternatives**
 - Level One Screening of Design Concepts (February 2008)
 - Level Two Evaluation (March 2008)
 - Preferred Alternative (April 2008) (public open house #3)
- Identify Impacts (April to August 2008)
- Determine Mitigation (April to August 2008)
- EA Document (August to December 2008)
- Final Decision (December 2008)



US 6/Wadsworth
Assessment

Alternatives Development


- Design concepts identified from past experience and stakeholder input
 - What are the transportation needs?
 - What would be appropriate for the project area?
 - What do stakeholders want?
- Separate concepts for the interchange and Wadsworth Boulevard
- Criteria developed for two levels of evaluation



US 6/Wadsworth
Assessment

Evaluation Criteria


- Criteria developed from scoping input
- **Level 1 Screening**
 - Identify a reasonable range of project improvements that meet project purpose and need
 - Eliminate concepts with a "fatal flaw" in any criteria (Yes / No)
 - Supported by professional judgment
- **Level 2 Evaluation**
 - Quantitative comparison of the concepts carried forward from the Level 1 Screening
 - Each criterion rated as "good," "fair," or "poor"
 - Priorities identified by project participants and stakeholders



US 6/Wadsworth
Assessment

Level 1 Screening Criteria

<ul style="list-style-type: none"> ▪ Safety/Design <ul style="list-style-type: none"> – Feasible from an engineering perspective? – Accommodate safer bicycle and pedestrian travel? – Improve weaving/merging conditions? – Decrease access conflicts? ▪ Mobility/Traffic Operations <ul style="list-style-type: none"> – Meet current and future traffic needs? – Address interaction of Carr/Garrison Street US 6 ramps? 	<ul style="list-style-type: none"> ▪ Local Impacts <ul style="list-style-type: none"> – Maintain access to residences and businesses? ▪ Environmental Impacts <ul style="list-style-type: none"> – Significant impacts that cannot be mitigated? ▪ Cost Feasibility <ul style="list-style-type: none"> – Constructed within 150 percent of estimated costs? ▪ Implementation <ul style="list-style-type: none"> – Compatible with local plans? – Compatible with RTD light rail?
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Interchange Concepts

- Concepts developed to meet specific conditions of the project area
 - Highway to regional roadway connection (service interchange)
 - High traffic volumes
 - Developed urban area
 - Constrained right-of-way
- Eight design concepts considered
 - 4 selected for further evaluation
 - 4 eliminated because of right-of-way impacts, costs, or incompatibility with transportation needs

Interchange Concepts Evaluated

- Traditional Diamond
- Tight Diamond
- Tight Diamond with Loop
- Single Point Urban Interchange
- Partial Cloverleaf
- Partial Cloverleaf with Directional Ramp
- Full Cloverleaf with Collector/ Distributor Roads
- Diverging Diamond

Carried Forward to Level 2 Evaluation

Tight Diamond

- I-70 and Federal Boulevard
- US 6 and Indiana Avenue
- I-70 and Denver West Boulevard

Tight Diamond

- Pros
 - Eliminates weaving conflicts
 - Reduces pedestrian and bicyclist conflicts
 - Lower right-of-way requirements than traditional diamond interchange
 - Moderate construction costs
 - Common interchange type
 - Better spacing between ramp terminal and external intersections than traditional diamond interchange

Tight Diamond

- Cons
 - Less capacity for high volume movements
 - Does not accommodate heavy left turns well
 - Complex signal timing
 - Higher number of conflict points
 - Two intersections required
 - Increased construction costs (more than traditional diamond interchange) due to retaining walls

Tight Diamond with Loop

- I-25 and Colorado Boulevard
- I-25 and Castle Pines Parkway

Tight Diamond with Loop

- Pros**
 - Eliminates weaving conflicts
 - Improves capacity over tight diamond without loop
 - Better capacity for highest volume movement
 - Reduces pedestrian and bicyclist conflicts
 - Moderate construction costs
 - Common interchange type

Tight Diamond with Loop

- Cons**
 - Does not accommodate heavy left turns well
 - Two intersections required
 - Higher number of conflict points
 - Maintains one loop that presents pedestrian and bicyclist conflicts
 - Requires more right-of-way than tight diamond without loop

Single Point Urban Interchange (SPUI)

- C-470 and Morrison Road
 - I-25 and University Boulevard
 - US 85 (Santa Fe) and Evans Avenue

Single Point Urban Interchange (SPUI)

- Pros**
 - Eliminates weaving conflicts
 - Improves capacity by consolidating signals and allowing for increased vehicle storage
 - Requires less right-of-way
 - Consolidates intersection conflict points
 - Improves pedestrian and bicyclist crossings
 - Allows opposing left turns to proceed simultaneously (and improves turning radius for trucks)

Single Point Urban Interchange (SPUI)

- Cons**
 - Higher cost of construction because of longer bridge span and retaining walls
 - Wider intersection has longer intersection crossing distance, which can result in more accidents
 - Left turns appear "head to head" to turning traffic from the exit ramps (less familiar to drivers)

Partial Cloverleaf

- US 36 and Federal Boulevard
 - US 285 and US 85 (Hampden and Santa Fe)

Partial Cloverleaf

- Pros
 - Eliminates weaving conflicts
 - Better capacity for highest volume movement
 - Highest capacity interchange (of interchanges recommended for evaluation)
 - Reduces left turn conflicts (as compared with other interchange types)

Partial Cloverleaf

- Cons
 - Higher right-of-way requirements, particularly in southeast loop
 - Maintains two of four loops that present bicyclist and pedestrian conflicts
 - Close spacing between ramp terminals and external intersections

Wadsworth Boulevard Options

- Concepts developed to meet specific conditions of the project area
 - Match or complement improved roadway sections north and south of the project area
 - Compatible with adopted local and regional plans and visions
- Eleven concepts developed based on three main elements
 - Travel lanes
 - Medians
 - Sidewalks

Travel Lanes

- Lanes that carry vehicles on a roadway
- Do not include auxiliary lanes, such as left- and right-turn lanes
- Typically 12 feet wide

Medians

- Medians can be painted or raised

Alameda Avenue west of Union Boulevard Wadsworth Boulevard south of project area

Medians (continued)

- Raised medians are recommended for arterials with
 - High traffic volumes
 - Many driveways
 - Large number of pedestrian crossings
- Advantages of raised medians
 - Reduced crash rates and points of conflict
 - Improved traffic flow
 - Pedestrian refuge at roadway crossings
 - Landscaping opportunities can provide aesthetic benefits

US 6/Wadsworth
Assessment

Sidewalks

- Sidewalks can be used by both pedestrians and bicyclists, depending on their width
 - 5 to 8 feet wide for pedestrians
 - 8 feet or wider for both pedestrians and bicycles
- Sidewalks can be attached or detached
- Detached sidewalks are generally considered safer than attached sidewalks





US 6/Wadsworth
Assessment

Wadsworth Boulevard Concepts

- Intelligent Transportation System Strategies Only
- Intersection Improvements + Median
- 4 Lane + Median + Sidewalks
- 5 Lane + Median + without Sidewalks
- 5 Lane + Median + Sidewalks
- 6 Lane + Median + without Sidewalks
- 6 Lane + No Median + Sidewalks
- ➔ **6 Lane + Median + Sidewalks**
- 6 Lane + Two Way Left Turn + Sidewalks
- 6 Lane Transit (4 Travel + 2 Dedicated Transit)
- 8 Lane Transit (6 Travel + 2 Dedicated Transit)

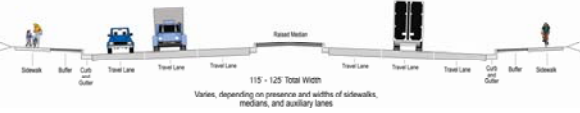

Carried Forward to Level 2 Evaluation



US 6/Wadsworth
Assessment

Wadsworth Boulevard Concept


- 6 Lanes with Medians and Sidewalks
- Multiple alternatives could be developed in Level 2 Evaluation that vary these elements
 - Width of elements
 - Alignment of roadway

US 6/Wadsworth
Assessment

Level 2 Conceptual Design


- Refinement of design alternatives
 - Preliminary dimensions for elements
 - Preliminary construction limits
 - Preliminary right-of-way impacts
- Initial results provide basis for selecting a Preferred Alternative
 - Comparing alternatives
 - Rating criteria
- Additional mitigation will be incorporated to refine the preferred alternative



US 6/Wadsworth
Assessment

Level 2 Evaluation

- Detailed criteria to measure relative performance of alternatives
- Measures are presented for the same criteria screened in Level 1
- Looking for input on the measures and the priority of the criteria (see Handout)




US 6/Wadsworth
Assessment

Questions and Comments

- Display boards and reference materials provide background information
- Comment sheets are available at the comment table
- Of particular interest are your thoughts on
 - Priorities of the evaluation criteria
 - Design concepts for interchange and Wadsworth Boulevard presented at today's meeting
 - Level 1 screening results
- Comments for this phase of the study would be most helpful in the next 30 days

Visit www.US6Wadsworth.com





Open House #2 Summary Report

APPENDIX D

Open House #2 Display Boards

Project Purpose and Need



Purpose

Improve traffic flow and safety, accommodate high traffic volumes, and increase multi-modal travel options and connections at the US 6 and Wadsworth interchange and along Wadsworth Boulevard between 4th Avenue and 14th Avenue.

Needs

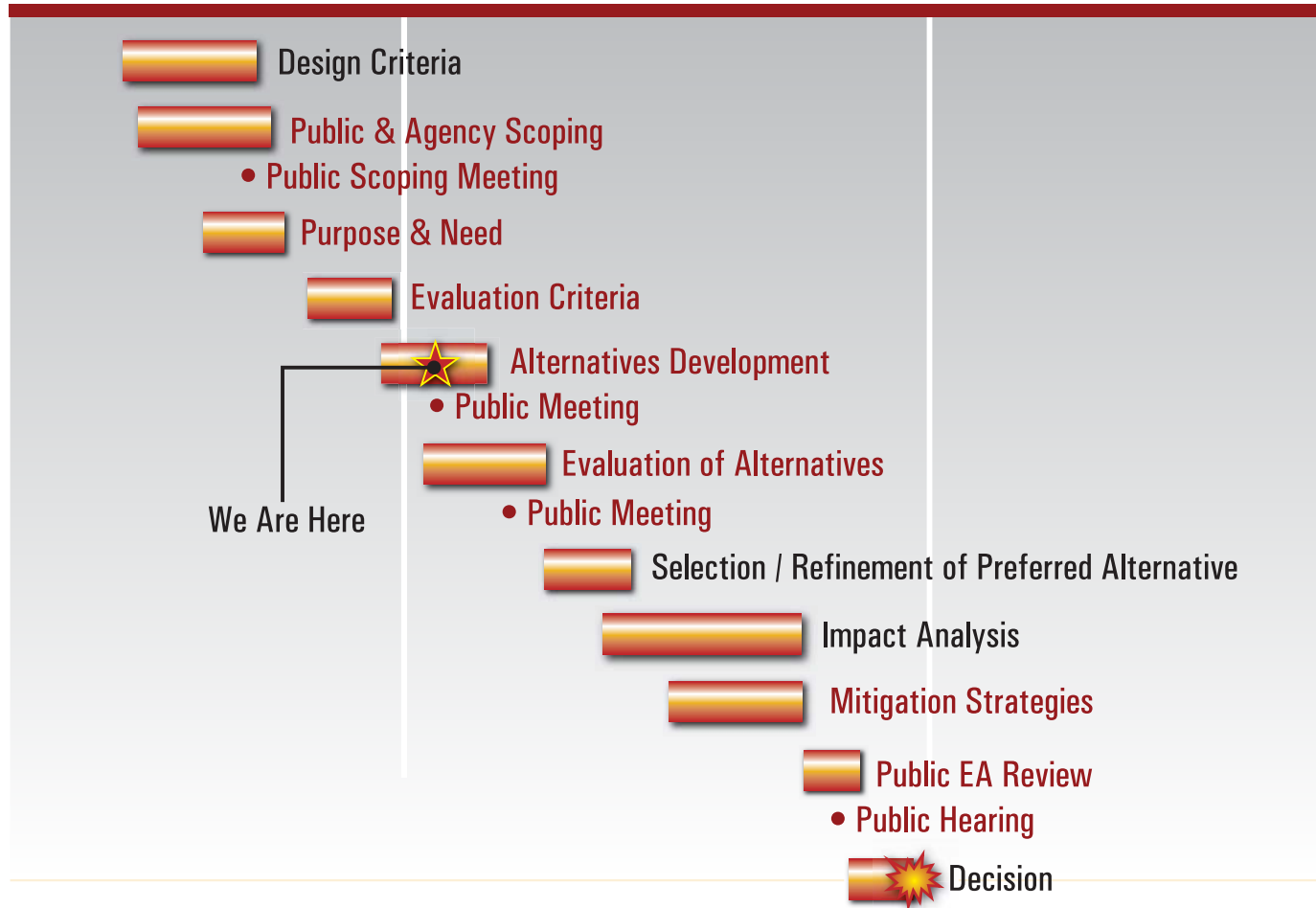
- Improve safety for motorists, pedestrians, and bicyclists
- Correct design deficiencies that contribute to safety concerns and operational inefficiencies
- Increase infrastructure capacity to meet current and future traffic volumes
- Support multi-modal connections



Key Decision Milestones

2007

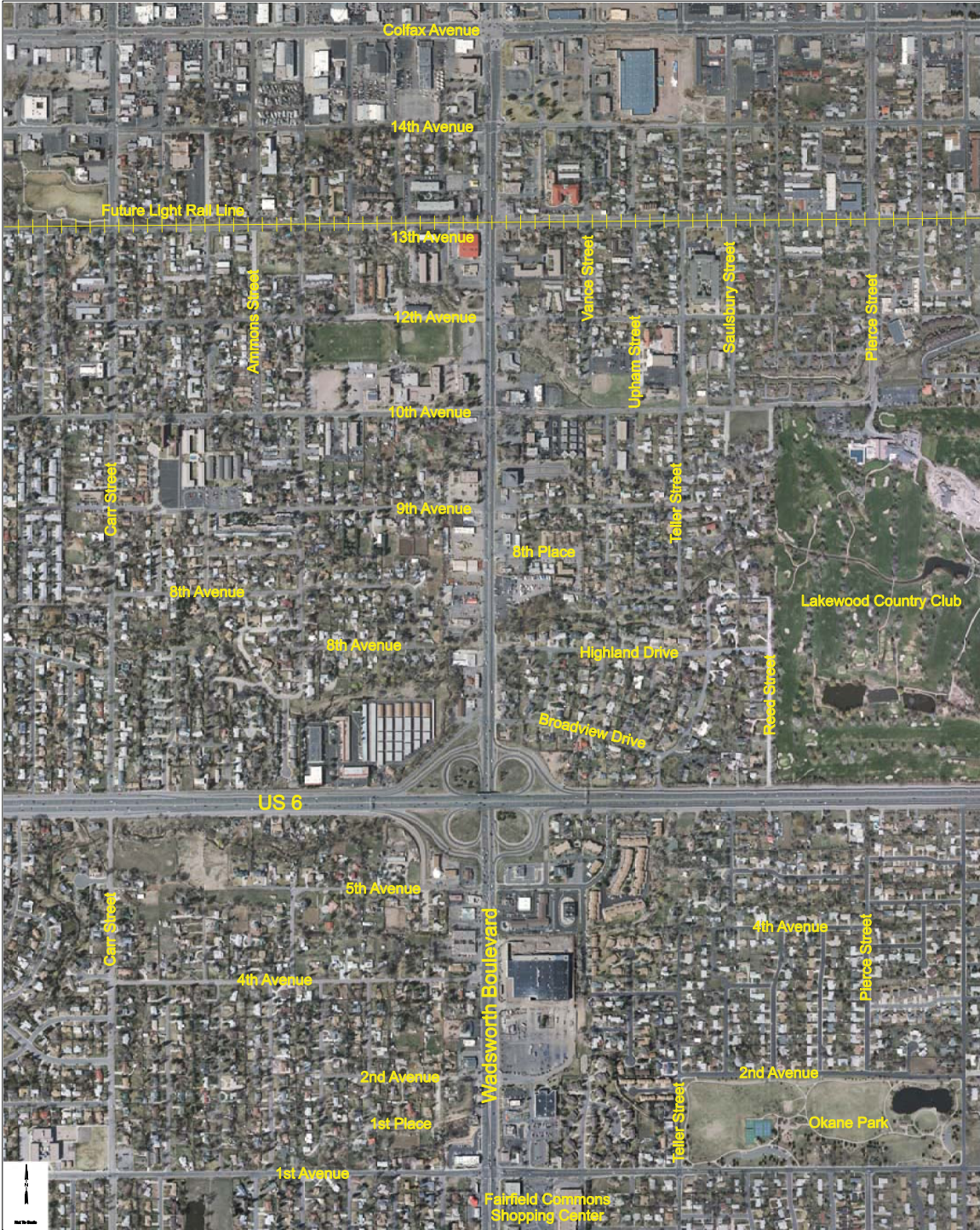
2008



US 6/Wadsworth

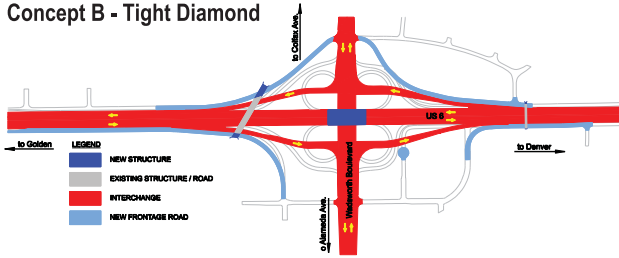


Vicinity Map



Interchange Design Concepts Retained for Evaluation

Concept B - Tight Diamond



I-70 and Federal

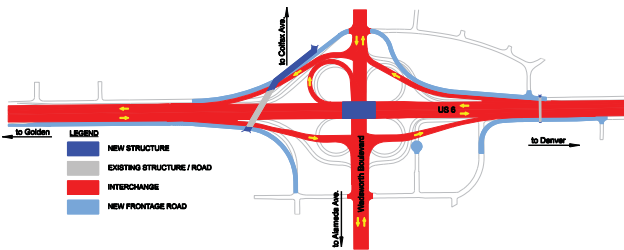
Pros

- Eliminates weaving conflicts
- Improves pedestrian and bicyclist crossings
- Lower right-of-way requirements than traditional diamond interchange
- Moderate construction costs
- Common interchange type
- Better spacing between ramp terminal and external intersections than traditional diamond interchange

Cons

- Less capacity for high volume movements
- Does not accommodate heavy left turns well
- Complex signal timing
- Higher number of conflict points
- Two intersections required

Concept C - Tight Diamond with Loop



I-25 and Colorado

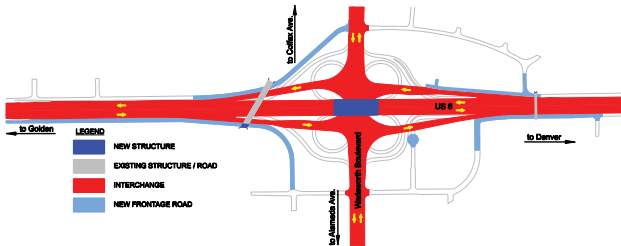
Pros

- Eliminates weaving conflicts
- Improves capacity over tight diamond without loop
- Better capacity for highest volume movement
- Improves pedestrian and bicyclist crossings
- Moderate construction costs
- Common interchange type

Cons

- Does not accommodate heavy left turns well
- Two intersections required
- Higher number of conflict points
- Maintains one loop that presents pedestrian and bicyclist conflicts
- Requires more right-of-way than tight diamond without loop

Concept D - Single Point Urban Interchange (SPUI)



I-25 and University

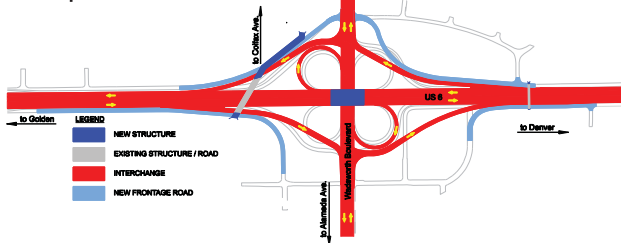
Pros

- Eliminates weaving conflicts
- Improves capacity by consolidating signals and allowing for increased vehicle storage (as compared with tight diamond interchanges)
- Requires less right-of-way
- Consolidates intersection conflict points
- Improves pedestrian and bicyclist crossings
- Allows opposing left turns to proceed simultaneously (and improves turning radius for trucks)

Cons

- Higher cost of construction because of longer bridge span and retaining walls
- Wider intersection has longer intersection crossing distance, which can result in more accidents
- Left turns appear "head to head" to turning traffic from the exit ramps (less familiar to drivers)

Concept E - Partial Cloverleaf



US 36 and Federal

Pros

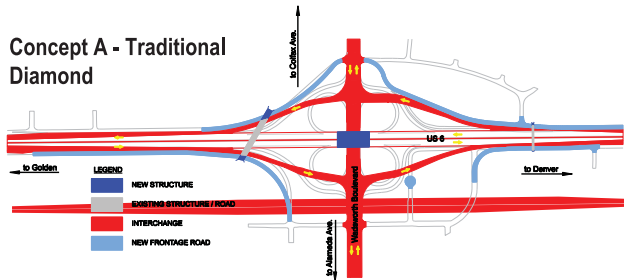
- Eliminates weaving conflicts
- Better capacity for highest volume movement
- Highest capacity interchange (of interchanges recommended for evaluation)
- Reduces left turn conflicts (as compared with other interchange types)

Cons

- Higher right-of-way requirements, particularly in southeast loop
- Maintains two of four loops that present bicyclist and pedestrian conflicts
- Close spacing between ramp terminals and external intersections

Interchange Design Concepts Not Recommended for Detailed Evaluation

Concept A - Traditional Diamond

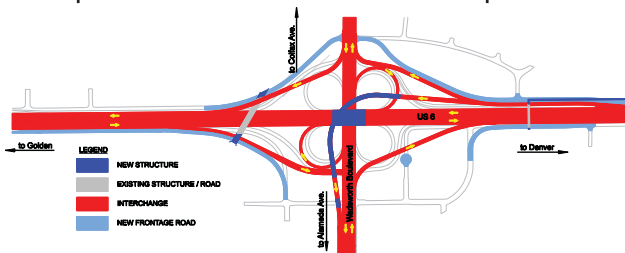


Harmony and I-25

Reasons for Elimination

- Comparable operational benefits to Concept B - Tight Diamond, which was retained for evaluation
- Higher right-of-way requirements and cost than Tight Diamond with comparable operational benefits

Concept F- Partial Cloverleaf with Directional Ramp

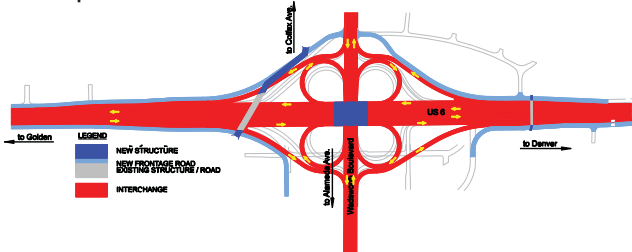


C-470 and I-70

Reasons for Elimination

- High right-of-way requirements (extending to 4th Avenue)
- Increased noise and visual impacts from elevated ramp
- Reduced access at 5th Avenue
- High cost of construction (directional ramp)
- Directional ramp not well suited for freeway-to-arterial connection (better for freeway-to-freeway system connection)

Concept G - Cloverleaf with Collector Distributor Roads

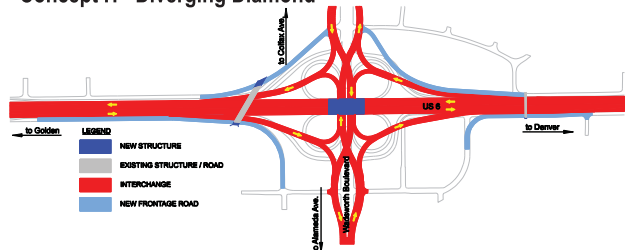


I-25 and SH 34

Reasons for Elimination

- High right-of-way requirements along US 6 frontage roads and around interchange
- High cost of right-of-way acquisition
- Does not improve pedestrian and bicyclist movement through the interchange
- Not well suited for urban areas with high traffic volumes

Concept H - Diverging Diamond



Diverging Diamond

Reasons for Elimination

- Uncommon interchange type that is unfamiliar to drivers
- Requires drivers to briefly drive on opposite side of the road
- Requires significant right-of-way to improve turning angles approaching the intersections
- Reduces speed on Wadsworth Boulevard through the interchange

Lakewood's Vision - Wadsworth Boulevard Interchange

Gateway to Lakewood

Bridge Aesthetics



- Cohesive design
- Multi-colored, natural materials
- Enhanced features such as ornamental signage and lighting

Walls and Slope Paving Aesthetics



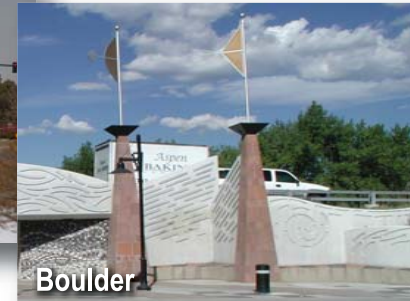
- Cohesive design
- Custom relief pattern/colors
- Natural appearance
- Stepped with landscaping if more than 6 feet in height

Plants/Landscaping



- Cohesive design
- Varied plant and rock materials
- Low maintenance
- Low water (after established)
- Aesthetically pleasing

Special Features



- Prominent entry to Lakewood
- Special features such as monuments, ornamental lighting, or public art



Wadsworth Boulevard Alternative Elements - Medians

- Medians separate opposing traffic lanes and consolidate left turns.
- Medians can be painted or raised.



Painted



Raised

- A raised median can be hardscaped or landscaped.



Hardscape



Landscape

- Median widths can vary.
- Raised medians are recommended for arterials with:
 - Traffic volume of more than 18,000 vehicles per day and future volume projected at more than 24,000 vehicles per day
 - High turning volumes
 - High crash rates
 - Large number of driveways
 - Large number of pedestrian crossings
- Advantages of raised medians:
 - Reduced crash rates and points of conflict
 - Improved traffic flow
 - Pedestrian refuge at crossings
 - Landscaping opportunities provide aesthetic benefits

Wadsworth Boulevard Alternative Elements - Travel Lanes and Sidewalks

- Travel lanes are the lanes that carry vehicles on a roadway.
- Travel lanes do not include auxiliary lanes, such as left- and right-turn lanes.
- Travel lanes are typically 12 feet wide.



Travel Lanes

- Sidewalks could be used by both pedestrians and bicyclists, depending on their width.
 - Sidewalks that are between 5 and 8 feet wide provide a safe place for pedestrians to travel.
 - Sidewalks that are 8 feet wide or greater safely accommodate both pedestrian and bicycle travel.
- Sidewalks can be attached or detached. Detached sidewalks require more space but are generally considered safer than attached sidewalks.
 - An attached sidewalk lies next to the roadway curb.
 - A detached sidewalk is separated from the roadway by a hardscaped or landscaped buffer.



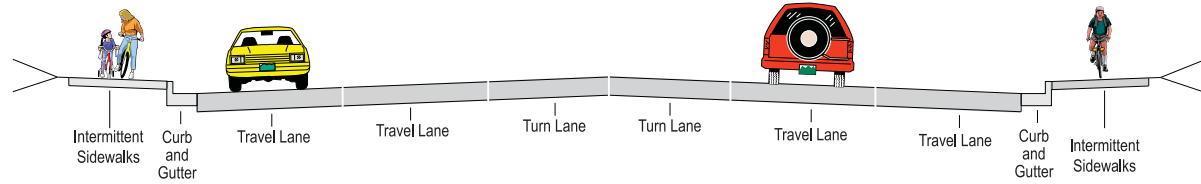
Attached Sidewalk



Detached Sidewalk

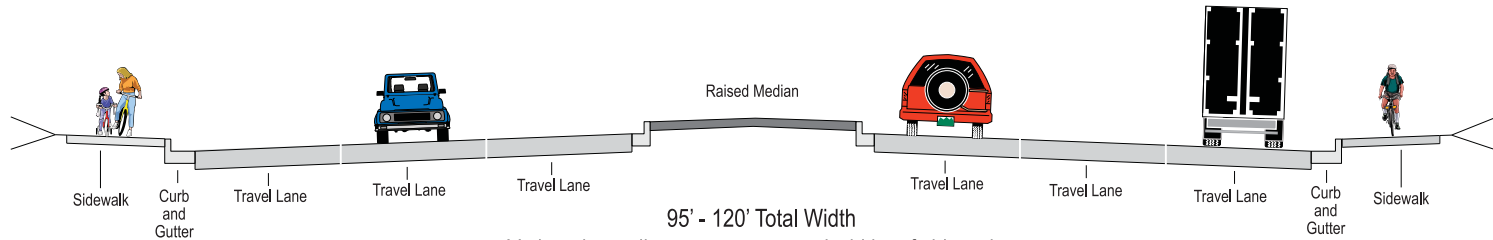
Wadsworth Boulevard - Existing Conditions and Concept Retained for Evaluation

Existing North of US 6



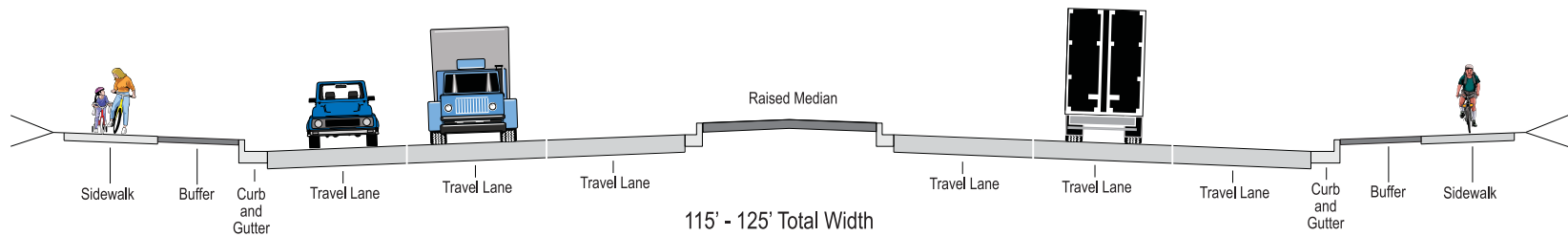
72' - 120' Total Width
Varies, depending on presence and widths of sidewalks, medians, and auxiliary lanes

Existing South of US 6



95' - 120' Total Width
Varies, depending on presence and widths of sidewalks, medians, and auxiliary lanes

Concept 8 - Six Lanes With Median and Sidewalks



115' - 125' Total Width
Varies, depending on sidewalk, buffer, and median widths

Wadsworth Design Concepts Not Recommended for Detailed Evaluation

Concept 1 - Intelligent Transportation System Strategies Only

Intelligent Transportation Systems (ITS) (also referred to as Intelligent Traffic Systems, Travel Demand Management, and Transportation Systems Management) apply communications and information technology to provide solutions to congestion and other traffic control issues. ITS include such techniques as providing real-time information about traffic conditions, coordinating traffic signals, and operating reverse direction lanes to accommodate commuter traffic.

Reasons for Elimination

- Four lane section does not have capacity to meet current or future traffic demands
- Does not improve access conflicts
- Does not address safety of left turns
- Does not improve pedestrian and bicycle mobility

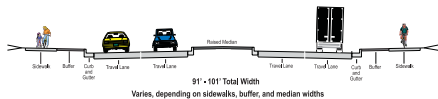
Concept 2 - Intersection Improvements and Median

Intersection improvements may provide additional or new turning lanes to increase turning capacity, and longer storage lengths to better accommodate queued vehicles.

Reasons for Elimination

- Four lane section does not have capacity to meet current or future traffic demands
- Does not improve pedestrian and bicycle mobility

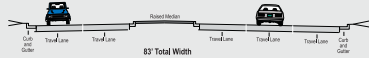
Concept 3 - Four Lanes With Median and Sidewalks



Reasons for Elimination

- Four lane section does not have capacity to meet current or future traffic demands

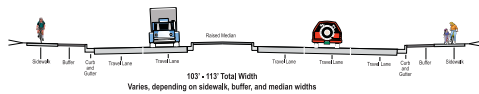
Concept 4 - Five Lanes With Median and No Sidewalks



Reasons for Elimination

- Five lane section does not have capacity to meet current or future traffic demands (only handles one peak period)
- Reversible lanes (to handle both AM and PM peak flows) cannot be provided with medians, and medians are needed to control traffic flow and improve safety
- Does not improve pedestrian and bicycle mobility

Concept 5 - Five Lanes With Median and Sidewalks



Reasons for Elimination

- Five lane section does not have capacity to meet current or future traffic demands (only handles one peak period)
- Reversible lanes (to handle both AM and PM peak flows) cannot be provided with medians, and medians are needed to control traffic flow and improve safety

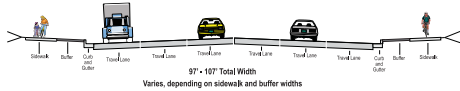
Concept 6 - Six Lanes With Median and No Sidewalks



Reasons for Elimination

- Does not improve pedestrian and bicycle mobility

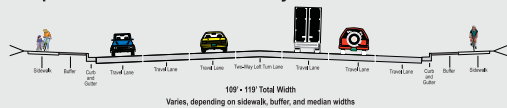
Concept 7 - Six Lanes With Sidewalks and No Median



Reasons for Elimination

- Does not improve access conflicts

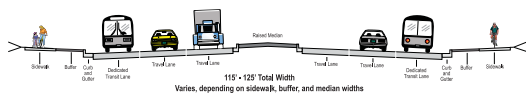
Concept 9 - Six Lanes With Two-Way Left Turn and Sidewalks



Reasons for Elimination

- Does not improve access conflicts

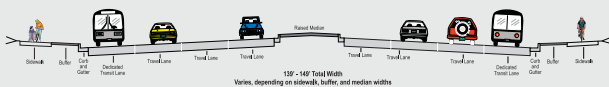
Concept 10 - Four Travel Lanes and Two Transit Lanes With Median and Sidewalks



Reasons for Elimination

- Four lane section does not have capacity to meet current or future traffic demands
- Does not meet purpose and need
- No logical origination and destination for transit within the project limits

Concept 11 - Six Travel Lanes and Two Transit Lanes With Median and Sidewalks



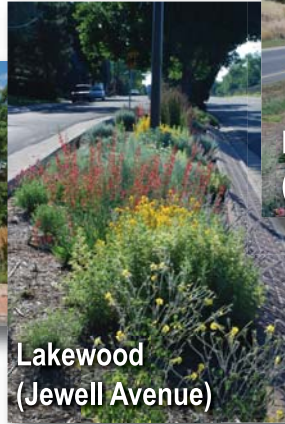
Reasons for Elimination

- Excessive right-of-way and land use impacts
- High cost of right-of-way acquisitions
- Does not meet purpose and need
- No logical origination and destination for transit within the project limits

Lakewood's Vision - Wadsworth Boulevard

Attractive medians and roadway landscaping

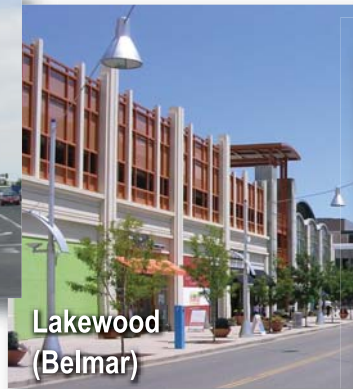
Median Landscaping and Design



16-foot raised bed planter

- Irrigation and subdrain system
- Accent boulders
- Backfill
- Xeric plants
- Median mulch

Side of the Road Landscaping

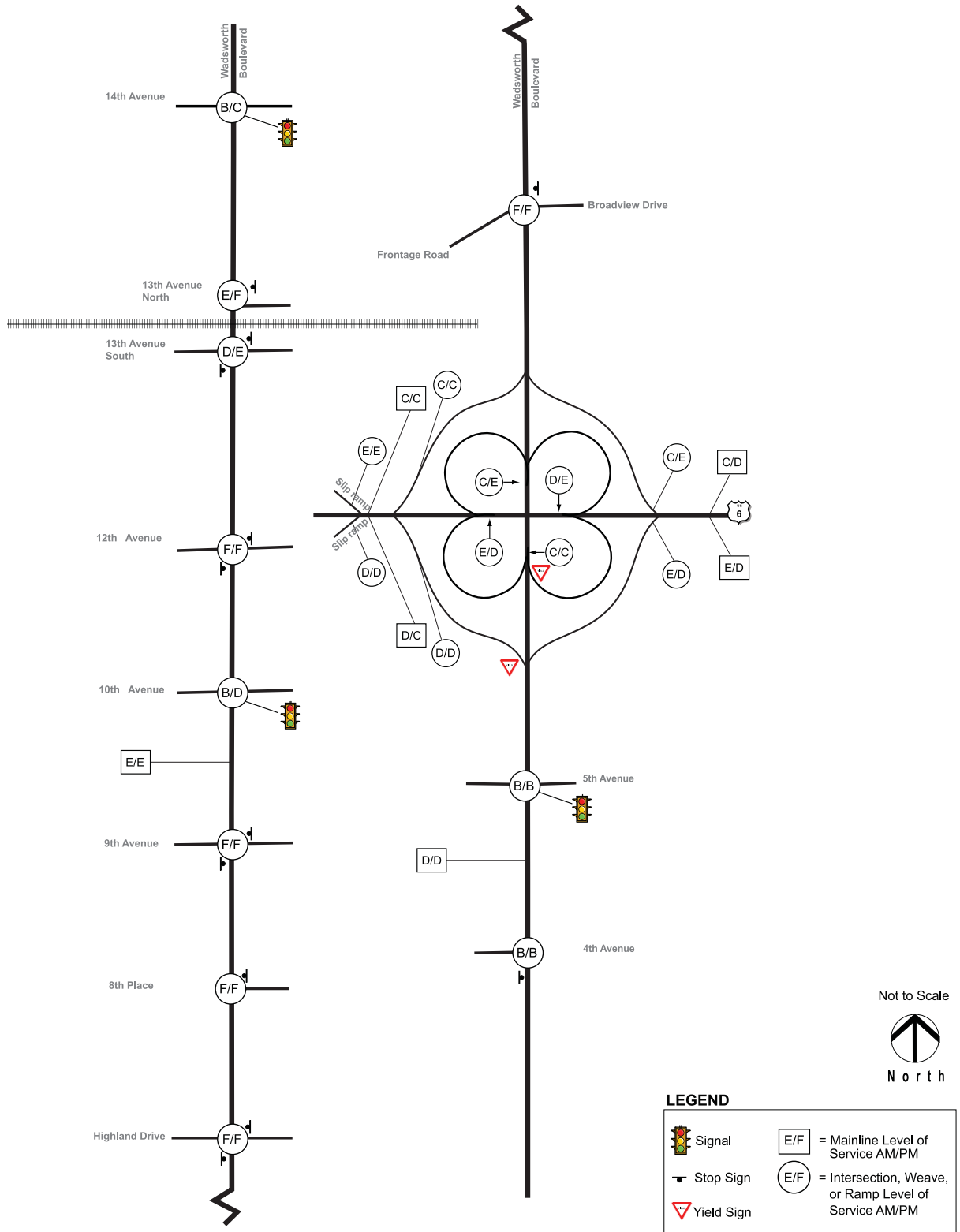


7- to 10-foot landscaped buffer

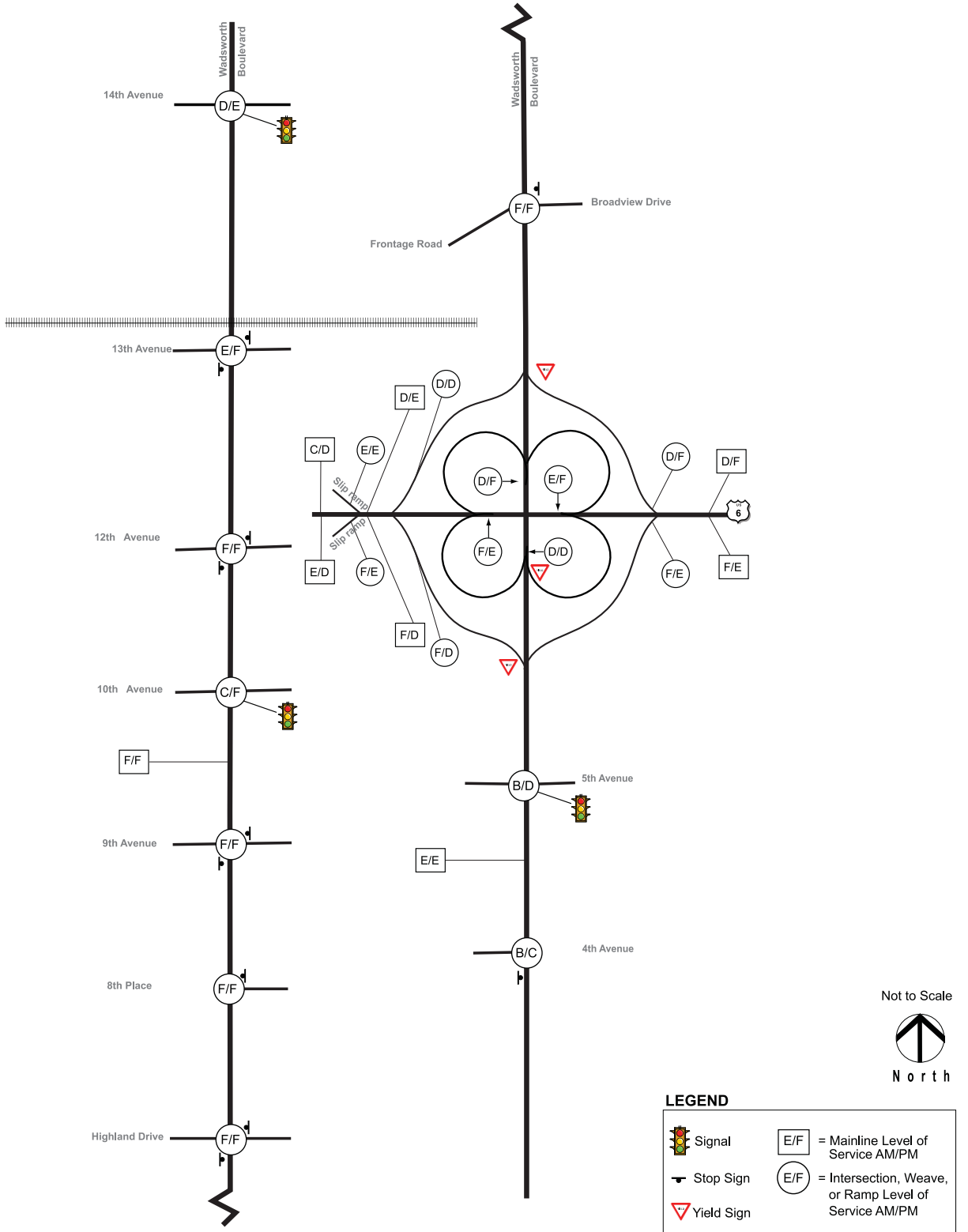
- Columnar trees
- Salt/chemical-tolerant ground cover



Existing Levels of Service (2007)



2035 No Action Levels of Service



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

Environmental Resource Areas to Be Analyzed

- Air Quality
- Environmental Justice
(Low-Income or Minority Populations)
- Floodplains
- Hazardous Materials/Wastes
- Historic Properties
- Land Use
- Noise
- Relocation / Right-of-Way
- Socioeconomics
- Visual Resources / Aesthetics
- Water Quality and Wetlands
- Wildlife and Vegetation



US 6/Wadsworth



Environmental
Assessment

Water Quality

Dry Detention Pond



Description:

A shallow depression designed to treat a specific volume of runoff. The stormwater runoff is temporarily stored in the pond and drawn down over a period of time (minimum drain time is 40 hours) through an outlet structure or spillway.

Pros

- Efficient pollutant removal for good range of suspended solids and heavy metals.

Cons

- Requires a large amount of land to configure the pond geometry correctly.
- May become an eyesore, and standing water may be present sometimes.
- May require fencing around the perimeter.
- Must be located near project stormwater outfalls.

Constructed Wetlands



Description:

Artificial wetlands constructed to simulate natural biological and chemical processes to treat runoff.

Pros

- Efficient filters for suspended solids, heavy metals, and organic matter, and are effective transformers of nitrogen.

Cons

- Requires a constant base flow of water.
- Pollutant removal efficiencies vary significantly depending on site design and conditions.
- Requires large, shallow, flat locations.
- Sediment pond or forebay is required.
- Requires monthly maintenance until vegetation is established. Inspection and nuisance species removal must be performed annually.
- May take longer than one season to establish vegetation
- May require fencing around the perimeter.
- Must be located near project stormwater outfalls.

Vegetated Swales



Description:

Open channel drainageway with grass or other vegetation to provide conveyance and to filter pollutants.

Pros

- Enhance stormwater quality and reduce peak runoff.
- Swales without an underdrain system have shown water quality benefits and are endorsed by FHWA for urban applications.

Cons

- Design flows may limit effectiveness.
- Dry swales with an underdrain system are susceptible to clogging.
- Requires the establishment of vegetation; temporary irrigation may be required, and CDOT does not typically irrigate.

Catch Basin Inserts



Description:

Hang from the opening of a curb inlet or below the grate of an inlet. Designed to capture sediment and other debris.

Pros

- Best suited as a pretreatment for sediment and debris removal before flows are conveyed to downstream flows.

Cons

- Frequent maintenance of inserts (every two to three major storms) may not be possible.

Subsurface Sand Filter



Description:

Underground concrete vault designed with distinct chambers designed for various levels of treatment. Layers of sand are used to filter stormwater runoff.

Pros

- Useful in space-limited areas.
- Most effective in treating runoff from small storms or early stages of larger storms.
- Less effect to surface land use.

Cons

- Subject to clogging if moderate to high levels of silts and clays flow into facility.
- Cannot be used while construction is in progress.
- Further evaluation would be necessary to consider for space limited locations in Colorado.

Underground Systems



Description:

Premanufactured stormwater treatment devices designed to be installed underground. Use vortex-motion, particulate setting, and/or filtration treatment mechanisms.

Pros

- Useful in space-limited areas.
- Internal bypass system built in (no pretreatment required).
- Can be used in a treatment train with other systems.
- Less visual impact to existing corridor.
- Less effect to surface land use.

Cons

- Can not treat large drainage areas.
- Require a vacuum truck to remove accumulated sediment.
- Frequent maintenance and/ or replacement of filters may be needed.
- Limited long-term monitoring data. More monitoring and performance data may need to be considered to determine suitability for CDOT projects.



Open House #2 Summary Report

APPENDIX E

Open House #2 Handouts

Welcome to the US 6 and Wadsworth Boulevard Environmental Assessment Public Open House #2

Tuesday, February 12, 2008
Lakewood Cultural Center, Lakewood, Colorado

Tonight's Purpose

The purpose of tonight's meeting is to present and explain the design concepts developed for the interchange and Wadsworth Boulevard, and to present the results of the Level 1 (fatal flaw) screening of these concepts. We would like your feedback on the range of concepts considered, the screening criteria, and the screening results.

- Do you agree with the Level 1 fatal flaw screening results?
- What criteria are most important to consider when evaluating the design concepts carried forward?
- Do you have any specific thoughts or ideas about the concepts recommended for further evaluation?

Display boards located in the hallway provide general information about the study, and information about traffic conditions, environmental resources, and water quality features that will be considered for the project. You will find handouts about different aspects of the study at the Reference Materials table in the hallway.

Display boards and handouts located in the Community Room provide information about design concepts for the interchange and Wadsworth Boulevard, and the Level 1 screening process.

Tonight's Agenda

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

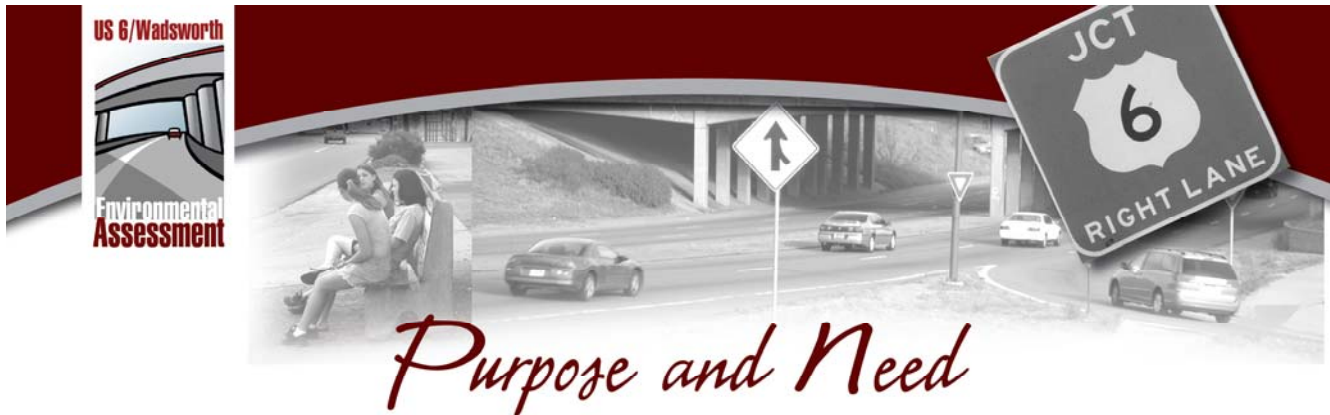
Please view display boards in the hallway and Community Room, familiarize yourself with the study, and learn about the design concepts and screening process. Talk with staff about the study, ask questions, and share your comments.

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

Please take a seat to listen to a presentation about the progress of the study. Each presentation will be the same and will last approximately 30 to 45 minutes to provide us an opportunity to explain each of the design concepts thoroughly.

Ways to Provide Input

- Talk to one of the project team members at the various stations.
- Fill out an Open House Comment Form and place it in the comment box on your way out (preferred).
- Mail your Comment Form to: US 6 / Wadsworth EA, c/o Colleen Kirby Roberts, CH2M HILL, 535 16th Street, Suite 800, Denver, CO, 80202. Comments received within the next 30 days would be most helpful.
- Submit comments via the project website at www.US6Wadsworth.com.



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.

Purpose of the Proposed Action

The purpose of the US 6 and Wadsworth Boulevard project is to improve traffic flow and safety, accommodate high traffic volumes, and increase multi-modal travel options and connections at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 4th Avenue and 14th Avenue.

The project area includes US 6 (also designated as 6th Avenue) and Wadsworth Boulevard (also designated as State Highway 121). The east-west limits along US 6 are from the eastern interchange ramps with Wadsworth Boulevard west to Garrison Street. On Wadsworth Boulevard, the project limits are 4th Avenue to 14th Avenue. This area is a vital regional hub of the western Denver metropolitan area and the heart of the City of Lakewood.

The Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), City of Lakewood (City), area residents, businesses, and commuters have prioritized making improvements to fix the transportation problems in the project area through previous planning efforts. CDOT's goal is to identify a proposed action that meets transportation needs, is compatible with local and regional plans, avoids or minimizes environmental harm, and can be implemented within cost constraints.

Need for the Proposed Action

The existing design and configuration of the interchange and roadway within the project limits have not kept pace with traffic and multi-modal travel demands. Improvements are needed to:

- Improve safety for motorists, pedestrians, and bicyclists
- Correct design deficiencies that contribute to safety concerns and operational inefficiencies
- Increase infrastructure capacity to meet current and future traffic volumes
- Support multi-modal connections



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**
- **Public & Agency Review**
- **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 4th Avenue to 14th 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.



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.

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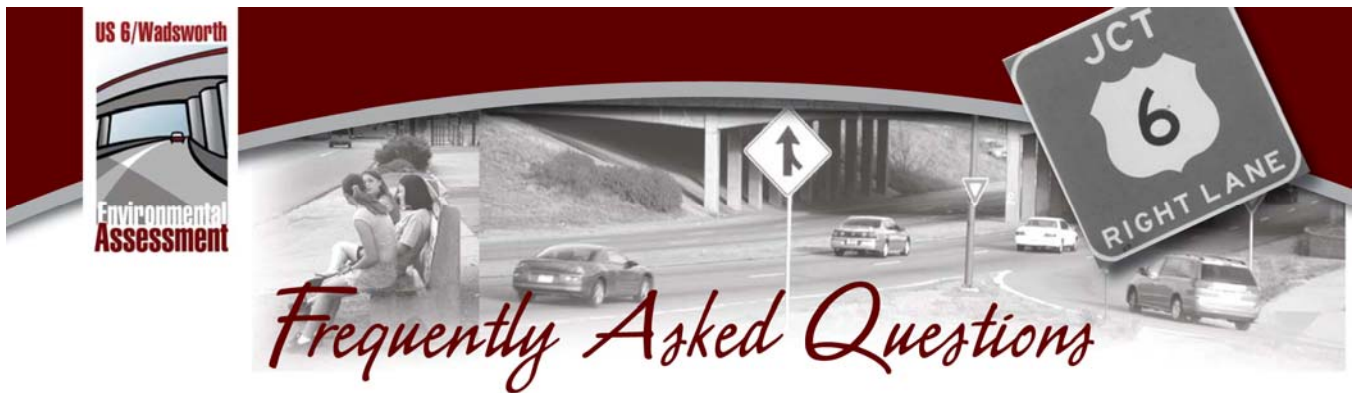


To be included in a project, a proposed noise mitigation measure must first be found to be feasible. A summary of the feasibility criteria is as follows:

- 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.

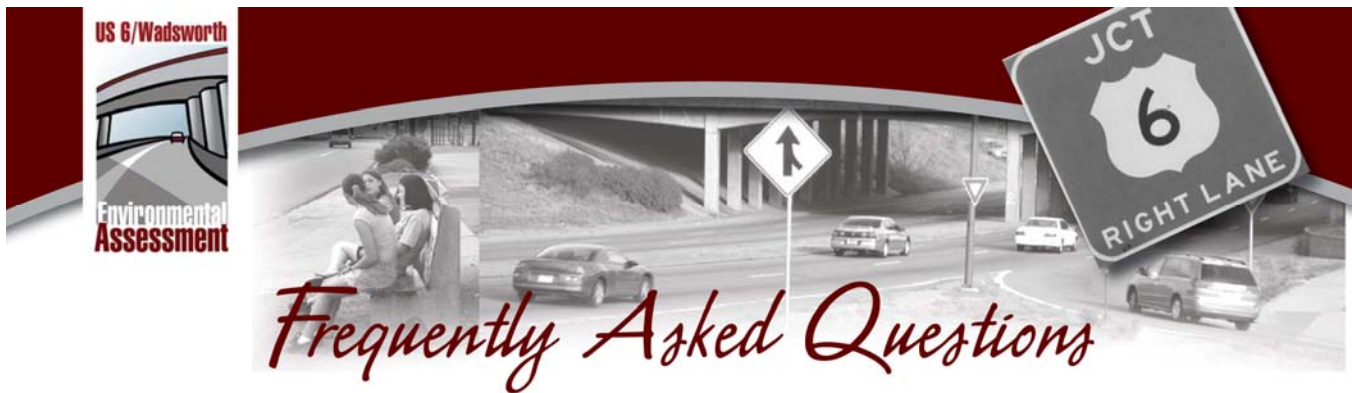
If a mitigation measure is found to be feasible, it is then analyzed for its “reasonableness.” A summary of the reasonableness criteria is as follows:

- 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).



Index

- Q-1 Why is CDOT conducting this study?
- Q-2 What is an Environmental Assessment (EA)?
- Q-3 Why does this project require an EA?
- Q-4 How long will the study take?
- Q-5 What is the role of the public in this study?
- Q-6 What is the role of the City of Lakewood in the study?
- Q-7 How does CDOT's project relate to Lakewood's Station Area Plan and rezoning for the West Corridor Light Rail Station?
- Q-8 What is the role of RTD and the West Corridor project in the study?
- Q-9 Is CDOT involved in the property acquisitions for the West Corridor (east side of Wadsworth between 13th and 14th Avenues)?
- Q-10 What are the options for improvements?
- Q-11 Who makes the final decision about project improvements?
- Q-12 How will my property be affected? Are you going to take my property?
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- Q-14 Will the project construct noise walls along 6th Avenue west of Wadsworth?
- Q-15 How will the project affect traffic in neighborhoods?
- Q-16 Will this study take into account traffic impacts of the light rail station and increased development along the light rail line?
- Q-17 When will the project be constructed?
- Q-18 Will the project be constructed at the same time as other major construction projects in the area?



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, also known as the 7th Pot Program. The US 6 and Wadsworth improvements have been identified as one of the roadway projects needed for the West Corridor, and as such, improvements could be eligible for priority funding.

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

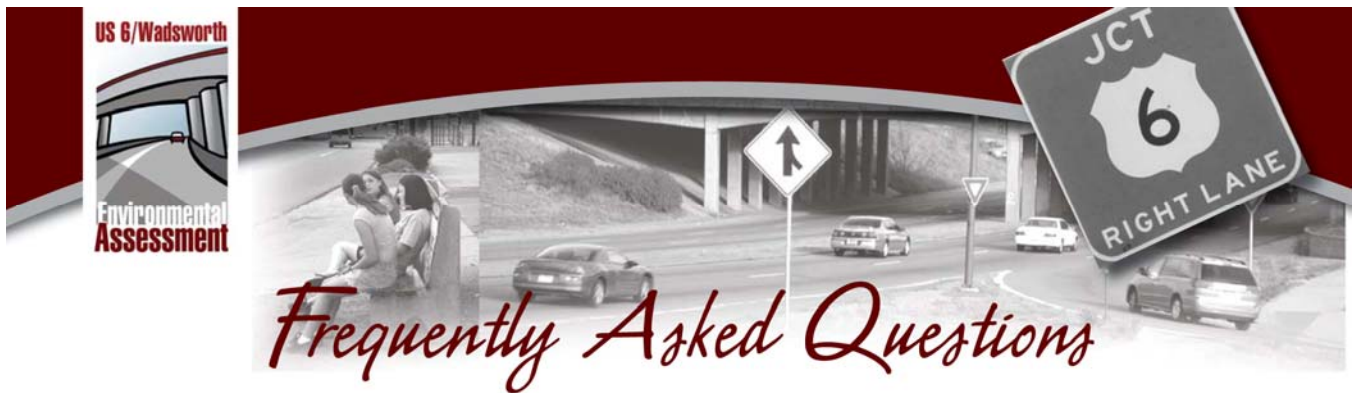
A-2: An EA is a document that describes the effects that a federal action would have on the environment. It also describes the impacts of alternatives to the Proposed Actions and identifies ways to avoid, minimize, or mitigate adverse impacts. The National Environmental Policy Act (NEPA), signed into 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 and will be completed in December 2008. 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 the Federal Highway Administration (FHWA) as a pilot NEPA 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: What is the role of the public in this study?

A-5: The public has been involved in developing the scope of the study, by providing input on which issues should be included in the study. Ending in August 2007, the scoping, or data-gathering, period also helped define the purpose and need for the project.

CDOT is now asking for input on the development of alternatives for Wadsworth Boulevard and the US 6 and Wadsworth Boulevard interchange. At this stage, we are looking specifically for feedback on the criteria used to evaluate the alternatives, priority of the criteria, and thoughts about the design concepts that have been developed. In the next couple of months, we plan to develop more detailed designs of the concepts recommended for further evaluation. We will be seeking public input on these alternatives.

The public will also be involved in developing and selecting mitigation measures used to avoid or minimize impacts of the Preferred Alternative. The public will then be able to review the EA document and provide formal comments at a public hearing. FHWA will consider these comments 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: How does CDOT's project relate to Lakewood's Station Area Plan and rezoning for the West Corridor Light Rail Station?

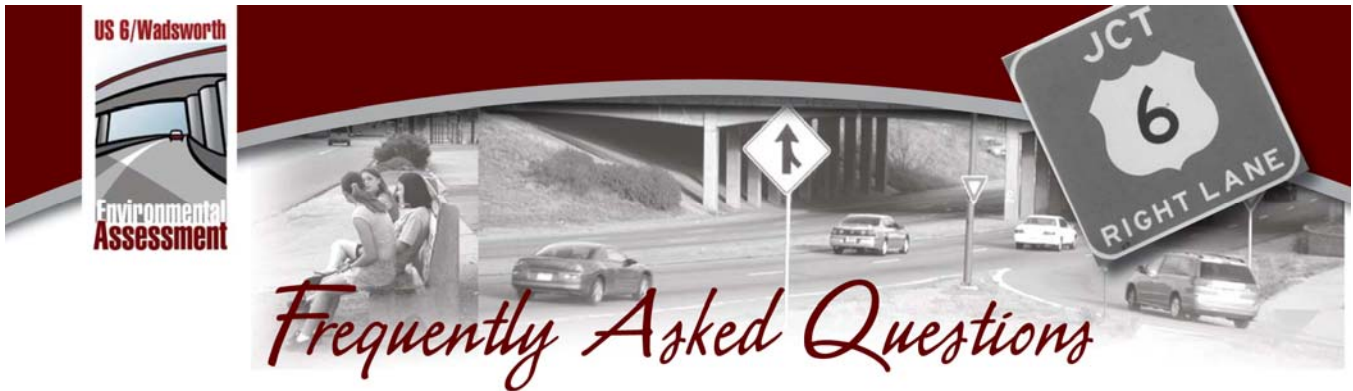
A-7: CDOT has reviewed Lakewood's Station Area Plan to determine whether proposed improvements on Wadsworth Boulevard would conflict with the Plan. Implementation of the Station Area Plan, however, is beyond the scope of this study. The City of Lakewood is a partner with CDOT on the EA.

Q-8: What is the role of RTD and the West Corridor project in the study?

A-8: 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.

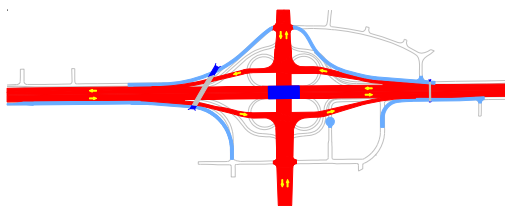
Q-9: Is CDOT involved in the property acquisitions for the West Corridor (east side of Wadsworth between 13th and 14th Avenues)?

A-9: No. The property acquisitions currently occurring along Wadsworth Boulevard between 13th and 14th Avenues are not related to the US 6 / Wadsworth EA.

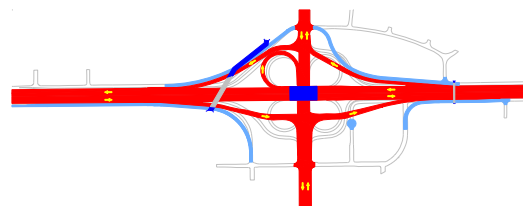


Q-10: What are the options for improvements?

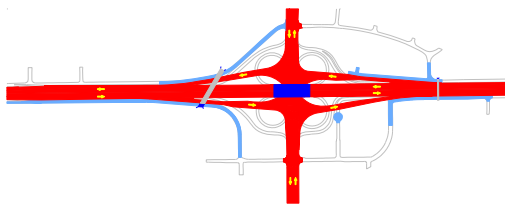
A-10: At this point in the study process, options for improvements include conceptual designs for the US 6 and Wadsworth interchange and for Wadsworth Boulevard between 4th and 14th Avenue. Eight conceptual interchange designs were evaluated for fatal flaws during the Level 1 screening process. CDOT is recommending four of the concepts be carried forward for more detailed evaluation:



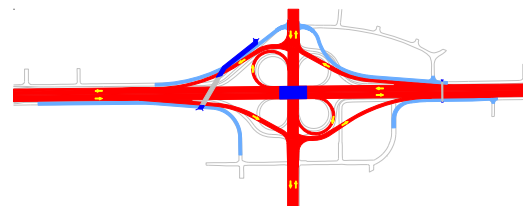
Tight Diamond



Tight Diamond with Loop



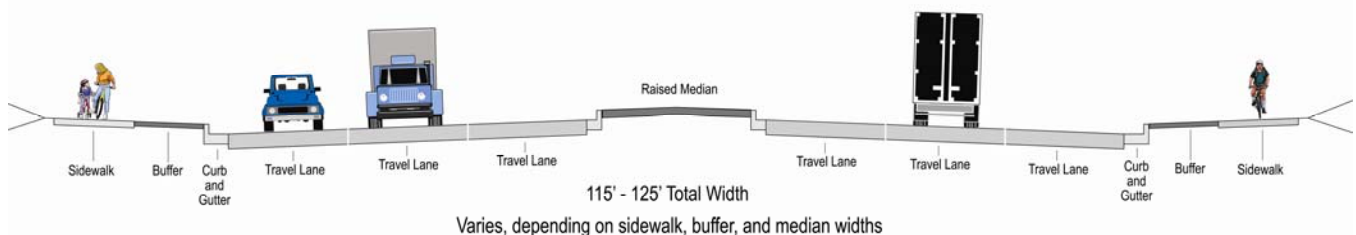
Single Point Urban Interchange (SPUI)



Partial Cloverleaf

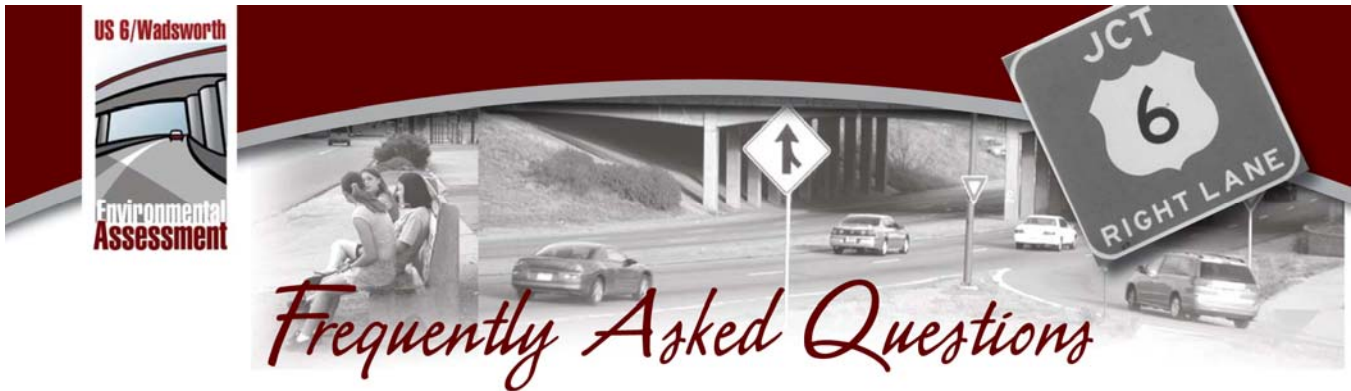
Eleven conceptual designs for Wadsworth Boulevard were evaluated for fatal flaws during the Level 1 screening process. One concept is recommended to be carried forward for more detailed evaluation. The basic elements of this concept are shown below. It is likely that multiple alternatives, each varying the different design elements, will be developed out of this concept.

Concept 8 - Six Lanes With Median and Sidewalks



Q-11: Who makes the final decision about project improvements?

A-11: FHWA and CDOT will evaluate the environmental impacts of reconstruction of Wadsworth Boulevard and the interchange and determine which, if any, option should be funded.



Q-12: How will my property be affected? Are you going to take my property?

A-12: At this stage, CDOT has not advanced the design concepts to a point where specific property impacts can be determined. In the next level of evaluation, design of all of the alternatives recommended for detailed study (both for Wadsworth Boulevard and the interchange) will be refined, and individual properties that could be affected by the alternatives will be identified. The type and extent of property impacts will be an important criterion in evaluating and selecting a Preferred Alternative. After the Preferred Alternative is selected, CDOT will individually evaluate each potential property acquisition to determine if the acquisitions can be minimized or avoided. If your property is one identified as a potential acquisition, we will schedule a meeting with you to discuss mitigation options.

Q-13: When can I see details on property acquisition, access changes, or other property impacts?

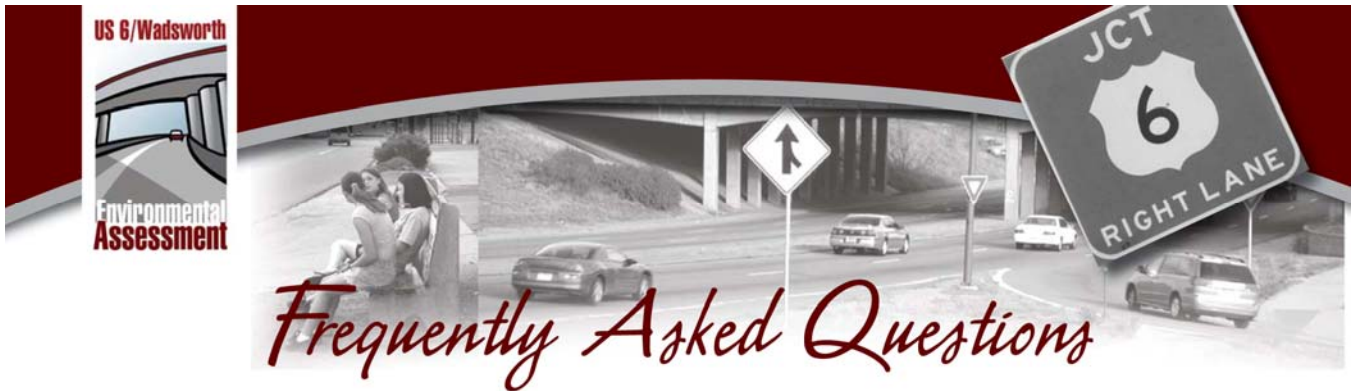
A-13: Preliminary details on property impacts will be available in April 2008. At that time, we will hold another Open House to discuss the results of the detailed alternatives evaluation, including property impacts. We will also be meeting with potentially affected property owners. (Also, see Q-12.)

Q-14: Will the project construct noise walls along 6th Avenue west of Wadsworth?

A-14: If a project is recommended for construction, noise mitigation will be provided for locations where highway noise is higher than acceptable thresholds (66 dBA), and where analysis shows that it is reasonable and feasible to do so.

Q-15: How will the project affect traffic in neighborhoods?

A-15: Designs for the interchange and Wadsworth Boulevard are conceptual at this stage of the study, and the impacts to neighborhood traffic have not been assessed. As the concepts move forward into more detailed evaluation, the impacts to neighborhood traffic will be studied, along with transportation, social, and environmental impacts.



Q-16: Will this study take into account traffic impacts of the light rail station and increased development along the light rail line?

A-16: The study will use DRCOG’s approved 2035 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 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	Adopted
West Corridor Supplemental Environmental Assessment	RTD	2007	Completed

Q-17: When will the project be constructed?

A-13: The EA must be completed before CDOT can apply for federal funding to construct a project. 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. Because the project is a high priority, construction could start as early as 2010.

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 work closely with other entities to coordinate construction schedules to minimize disruptions to area residents, businesses, and commuters to the greatest extent possible.

Level 1 Screening Results









Wadsworth Conceptual Designs (Wadsworth from Highland to 14th Avenues)

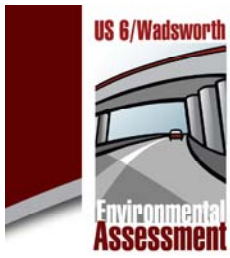
Category	Screening Criteria	NA	1	2	3	4	5	6	7	8	9	10	11
		No Action (4 lane + No Median+ Minimal Sidewalks)	Intelligent Transportation System Strategies Only*	Intersection Improvements + Median	4 Lane + Median + Sidewalks	5 Lane + Median + without Sidewalks	5 Lane + Median + Sidewalks	6 Lane + Median + without Sidewalks	6 Lane + No Median + Sidewalks	6 Lane + Median + Sidewalks	6 Lane + Two Way Left Turn + Sidewalks	6 Lane Transit (4 Travel + 2 Dedicated Transit)	8 Lane Transit (6 Travel + 2 Dedicated Transit)
Safety/Design	Is the alternative feasible from an engineering perspective?	N/A	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	Does the alternative decrease access conflicts?	NO	NO	YES	YES	YES	YES	YES	NO	YES	NO	YES	YES
	Can this alternative accommodate safer bicycle and pedestrian travel along and across Wadsworth?	NO	NO	NO	YES	NO	YES	NO	YES	YES	YES	YES	YES
Mobility/Traffic Operations	Can the alternative meet current and future traffic needs?	NO	NO	NO	NO	NO	NO	YES	NO	YES	NO	NO	YES
Local Impacts	Does the alternative provide a means to access residences and businesses along the corridor?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Environmental Impacts	Can environmental impacts be reasonably mitigated? Primary environmental impacts considered during Level 1 Screening include right-of-way, noise, water quality, and Section 4(f).	N/A	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO
Cost Feasibility	Can the alternative be constructed within 150 percent of estimated costs (i.e., less than \$30 million [in 2010 dollars])? Costs include the capital construction and right of way.	N/A	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO
Implementation	Is the alternative compatible with established local plans and visions?	NO	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO
	Is the alternative compatible with RTD LRT plans?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
SUMMARY OF RESULTS		Carried Forward: Baseline Comparison	Eliminated: infrastructure deficiencies	Eliminated: infrastructure deficiencies	Eliminated: traffic	Eliminated: traffic, pedestrians/ bicyclists	Eliminated: traffic	Eliminated: pedestrians/ bicyclists	Eliminated: access conflicts, traffic	Carried Forward: Level 2 Evaluation	Eliminated: traffic	Eliminated: traffic; does not meet purpose and need	Eliminated: ROW and land use impacts; cost; does not meet purpose and need

* Intelligent Transportation Systems (ITS) (also referred to as Intelligent Traffic Systems, Travel Demand Management, and Transportation Systems Management) apply communications and information technology to provide solutions to congestion and other traffic control issues. ITS include such techniques as providing real-time information about traffic conditions, coordinating traffic signals, and operating reverse direction lanes to accommodate commuter traffic. Specific ITS strategies being considered for this project include ramp metering, arterial variable messaging system or VMS, closed caption television to support corridor surveillance and VMS, and system detection/incident timing. These strategies were included in the screening for the other alternatives but inclusion of ITS did not influence the screening results. Analysis of ITS will be included in the Level 2 evaluation for Conceptual Design #8, which has been forwarded for further evaluation.

Level 1 Screening Results

US 6 and Wadsworth Interchange Conceptual Designs (including Wadsworth from 4th to Highland Avenues)

Category	Level 1 Screening Criteria	NA	A	B	C	D	E	F	G	H
		No Action	Traditional Diamond	Tight Diamond	Tight Diamond w/Loop	Single Point Urban Interchange	Partial Cloverleaf	Partial Cloverleaf w/Directional Ramp	Full Cloverleaf with Collector/Distributor Roads	Diverging Diamond
		Full Cloverleaf								
Safety/Design	Is the alternative feasible from an engineering perspective?	N/A	YES	YES	YES	YES	YES	YES	YES	YES
	Can this alternative accommodate safer bicycle and pedestrian travel through the interchange?	NO	YES	YES	YES	YES	YES	YES	NO	YES
	Does the alternative improve weaving/merge conditions?	NO	YES	YES	YES	YES	YES	YES	YES	YES
Mobility/Traffic Operations	Can the alternative meet current and future traffic needs?	NO	YES	YES	YES	YES	YES	YES	YES	YES
	Does the alternative address the interaction of the Wadsworth interchange and Carr/Garrison Street ramps?	NO	YES	YES	YES	YES	YES	YES	YES	YES
Local Impacts	Does the alternative provide a means to access residences and businesses along the corridor?	YES	YES	YES	YES	YES	YES	YES	YES	YES
Environmental Impacts	Can environmental impacts be reasonably mitigated? Environmental impacts considered during Level 1 Screening include right-of-way, noise, water quality, and Section 4(f).	N/A	NO	YES	YES	YES	YES	NO	NO	NO
Cost Feasibility	Can the alternative be constructed within 150 percent of estimated costs (i.e., less than \$67.5 million [in 2010 dollars])? Costs include the capital construction and right of way.	N/A	YES	YES	YES	YES	YES	NO	NO	YES
Implementation	Is the alternative compatible with established local plans and visions?	NO	YES	YES	YES	YES	YES	YES	NO	NO
SUMMARY OF RESULTS		Carried Forward: Baseline Comparison	Eliminated: ROW impacts	Carried Forward: Level 2 Evaluation	Carried Forward: Level 2 Evaluation	Carried Forward: Level 2 Evaluation	Carried Forward: Level 2 Evaluation	Eliminated: ROW impacts, noise, and cost	Eliminated: ROW impacts; bicyclist and pedestrian conflicts	Eliminated: ROW impacts, reduced travel speed, driver expectations



Open House #2 Comment Form

First Name: _____ Last Name: _____

Address: _____ City: _____ Zip Code: _____

Email Address: _____ Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

Do you have any additional comments?



Please take a few minutes to read through the following list and check the criteria you feel are most important in evaluating the alternatives carried forward. **Please check a maximum of five criteria for the interchange alternatives, and a maximum of five criteria for the Wadsworth Boulevard alternatives.** This will help us understand the priorities of stakeholders as we conduct the Level 2 evaluation. Please contact a project team member if you have any questions.

High Priority? (check no more than five)	Interchange Alternatives Evaluation Criteria
<input type="checkbox"/>	Safe pedestrian and bicycle crossings at interchange
<input type="checkbox"/>	Design of ramp entrances
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input type="checkbox"/>	Number of weave sections (areas where vehicles must cross paths to enter or exit highway)
<input type="checkbox"/>	Congestion on interchange ramps
<input type="checkbox"/>	Spacing between ramp and frontage road intersections
<input type="checkbox"/>	Interchange capacity to accommodate highest volume movements
<input type="checkbox"/>	Local access to/from US 6
<input type="checkbox"/>	Effects to local business access, visibility, or parking
<input type="checkbox"/>	Number of businesses and residences that would require relocation
<input type="checkbox"/>	Number of properties that would be either partially or fully acquired
<input type="checkbox"/>	Number of residences within 66 dBA (decibel) noise contour
<input type="checkbox"/>	Acres of wetlands and waters of the U.S. affected
<input type="checkbox"/>	Total cost of project
<input type="checkbox"/>	Right-of-way cost
<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input type="checkbox"/>	Maintenance of traffic during construction
<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth

High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
<input type="checkbox"/>	Width of travel lanes
<input type="checkbox"/>	Medians for vehicular and pedestrian safety
<input type="checkbox"/>	Sidewalks for pedestrian and bicycle safety
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input type="checkbox"/>	Medians for access control
<input type="checkbox"/>	Delay (time) vehicles experience at signalized intersections
<input type="checkbox"/>	Corridor travel time
<input type="checkbox"/>	Neighborhood traffic impacts
<input type="checkbox"/>	Local street access to/from Wadsworth
<input type="checkbox"/>	Number of businesses and residences that would require relocation
<input type="checkbox"/>	Number of properties that would be either partially or fully acquired
<input type="checkbox"/>	Acres of wetlands and waters of the U.S. affected
<input type="checkbox"/>	Number of historic properties and parks affected
<input type="checkbox"/>	Total cost of project
<input type="checkbox"/>	Right-of-way cost
<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input type="checkbox"/>	Construction duration
<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth

ACCESS SPACING

Signal Spacing

Signals Per Mile	Increase in Travel Time (%)
2	-
3	9
4	16
5	23
6	29
7	34
8	39

Increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors. The appropriate spacing between signals for a particular corridor depends greatly upon the speed and flow of traffic, but anything greater than two signals per mile has a significant impact on congestion and safety.

A major synthesis of research on access management found that each additional signal over two per mile (i.e., a one-half mile signal spacing) increased travel time by over six percent. [4] A study of an intersection in Cincinnati where a signal was added found a 20 percent increase in peak travel times. [11]

A demonstration project in Colorado revealed that half mile signal spacing and raised medians on a five-mile roadway segment reduced total hours of vehicle travel by 42 percent and total hours of delay by 59 percent, compared to quarter mile signal spacing. [1]

Improved speeds and travel times translate directly into environmental benefits. An ongoing study in Texas found that a ten mile four-lane arterial with one-half mile signal spacing reduced fuel consumption by 240,000 gallons from increased speed and 335,000 gallons from reduced delay, compared to quarter mile signal spacing. [14]

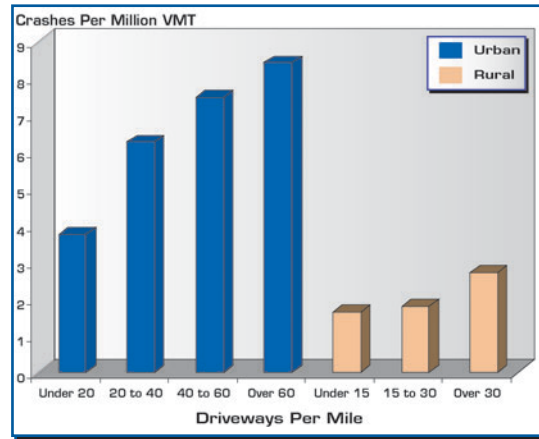
Signals Per Mile	Crashes Per Million VMT
Under 2	3.53
2 to 4	6.89
4 to 6	7.49
6+	9.11

Increasing the distance between signals also reduces the incidence of crashes. A review of crash data from seven states demonstrated that the crash rate increased substantially with additional signals per mile. [4] This is partly related to access spacing, which is presented next.

Driveway Spacing

Appropriate driveway spacing presents another major access issue. Large numbers of driveways increase the potential conflicts on the road. Fewer driveways spaced further apart allow for more orderly merging of traffic and present fewer challenges to drivers.

The congestion impacts of reduced driveways are fairly clear. It is impossible for a major arterial or highway to maintain free flow speeds with numerous access points that add slow moving vehicles. A research synthesis found that roadway speeds were reduced an average of 2.5 miles per hour for every 10 access points per mile, up to a maximum of a 10 miles per hour reduction (at 40 access points per mile). [4] With higher numbers of access points, congestion will increase significantly.



An overabundance of driveways also increases the rate of car crashes. An examination of crash data in seven states indicated found a strong linear relationship between the number of crashes and the number of driveways. Rural areas had a similar, but less strong relationship. [4,7]

An overabundance of driveways also increases the rate of car crashes. An examination of crash data in seven states indicated found a strong linear relationship between the number of crashes and the number of driveways. Rural areas had a similar, but less strong relationship. [4,7]

RELATED TECHNIQUES

Access management includes more techniques than can be discussed in a single brochure. Some of these techniques are newer and have been researched somewhat less. Frontage roads have been the subject of some debate in the literature, but there is no clear indication of their benefits. Other techniques, such as the relationship between highway interchange spacing and local traffic, are new topics that require more research.

Many cities and states develop access management programs to deal with existing issues of congestion and safety. An active access management program, however, would need to include changes to local land use policies that encourage the rational development of major roads. In newly developing areas, land use and zoning controls that limit the number of access points and leave space for median improvements can save money and effort as these areas develop.

TURNING LANES

Left Turns

Exclusive turning lanes for vehicles remove stopped vehicles from through traffic. Left-turn lanes at intersections substantially reduce rear-end crashes. A major synthesis of research on left-turn lanes demonstrated that exclusive turn lanes reduce crashes between 18 to 77 percent (50 percent average) and reduce rear-end collisions between 60 and 88 percent. [4]

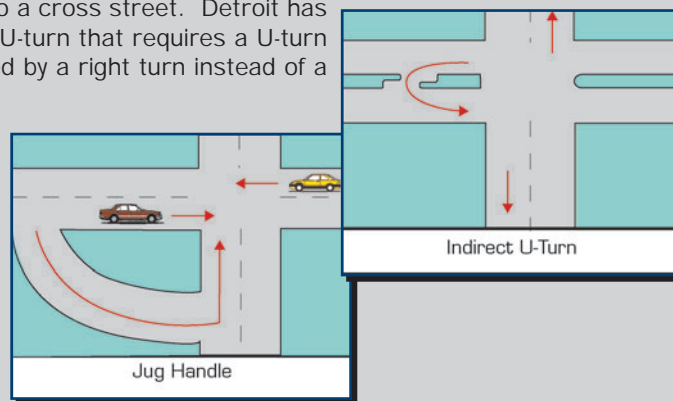


Left-turn lanes also substantially increase the capacity of many roadways. A shared left-turn and through lane has about 40 to 60 percent the capacity of a standard through lane. [4]. A synthesis of research on this topic found a 25 percent increase in capacity, on average, for roadways that added a left-turn lane. [13]

Indirect Turns

Some of the biggest issues with managing access come at intersections where vehicles must cross traffic. Some states and cities have adopted indirect turns to reduce these conflicts. In New Jersey, the jug-handle left turn requires a right turn onto a feeder street, followed by a left onto a cross street. Detroit has extensively used an indirect U-turn that requires a U-turn past an intersection, followed by a right turn instead of a regular left turn.

Like dedicated left-turn lanes, indirect turns reduce crashes, improve congestion, and add capacity. Crashes decline by 20 percent on average, and 35 percent if the indirect turn intersection is signalized. Capacity typically shows a 15 to 20 percent gain. [4]



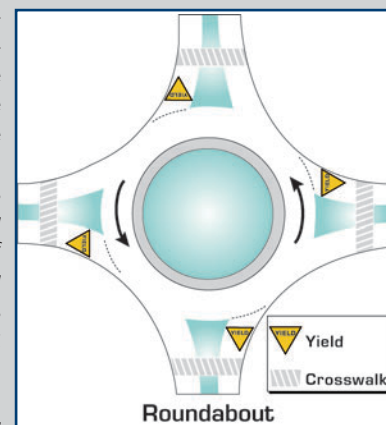
Right Turns

Right-Turning Vehicles Per Hour	Through Vehicles Impacted (%)
Under 30	2.4
31 to 61	7.5
61 to 90	12.2
90 and up	21.8

Right-turn lanes typically have a less substantial impact on crashes and roadway capacity than other types of turn strategies, because there are fewer limitations on right turns. Though there are fewer studies of these impacts, there is a clear relationship between the number of vehicles attempting a right turn in a through traffic lane and its delay to through traffic. This relationship is exponential – each additional car that must wait for a right turn will increase the delay more than the previous car. At intersections with substantial right-turn movements, a dedicated right-turn lane segregates these cars from through traffic and increases the capacity of the road.

Roundabouts

Roundabouts represent a potential solution for intersections with many conflict points. Though not appropriate for all situations, roundabouts reduce vehicle movements across traffic. Only a few studies have examined the safety benefits of roundabouts. One study of four intersections that were replaced with roundabouts in Maryland found a drop in crashes between 18 and 29 percent and a reduction in injury crashes between 63 and 88 percent. The cost of crashes at these locations – one measure of severity – was also reduced by 68 percent. Overall crashes on roundabouts were more minor than those at left turn locations. [9] Another study of roundabouts in several locations found a 51 percent reduction in crashes, including a 73 percent reduction in injury crashes and a 32 percent reduction in property-damage-only crashes for single-lane roundabouts. Multi-lane roundabouts only experienced a 29 percent reduction in crashes. [6]

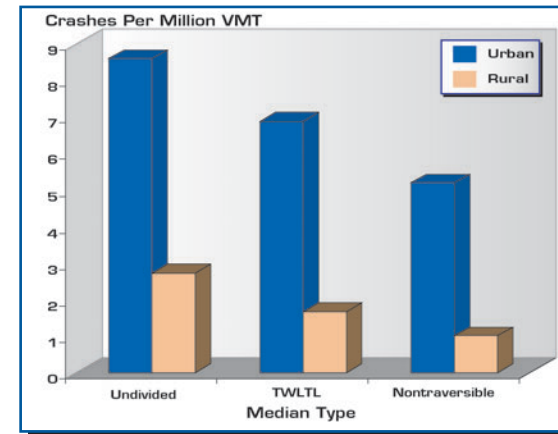


MEDIAN TREATMENTS

Medians

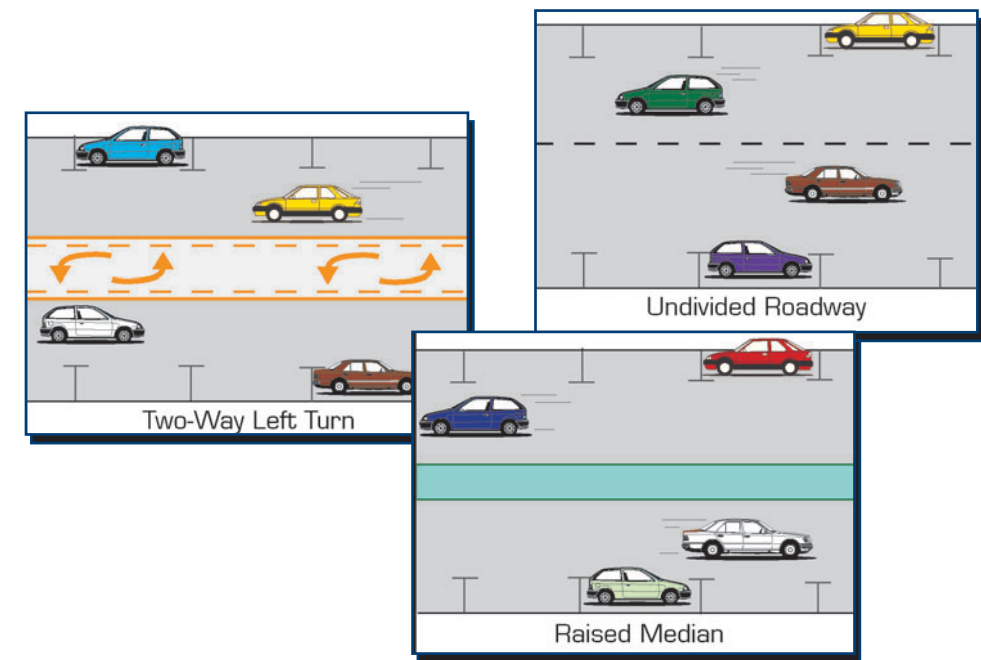
Median treatments for roadways represent one of the most effective means to regulate access, but are also the most controversial. The two major median treatments include two-way left turn lanes (TWLTL) and raised medians.

The safety benefits of median improvements have been the subject of numerous studies and syntheses. Studies of both particular corridors and comparative research on different types of median treatments indicate the significant safety benefits from access management techniques. According to an analysis of crash data in seven states, raised medians reduce crashes by over 40 percent in urban areas and over 60 percent in rural areas. [4]



A study of corridors in several cities in Iowa found that two-way left-turn lanes reduced crashes by as much as 70 percent, improved level of service by one full grade in some areas, and increased lane capacity by as much as 36 percent. [5]

Raised medians also provide extra protection for pedestrians. A study of median treatments in Georgia found that raised medians reduced pedestrian-involved crashes by 45 percent and fatalities by 78 percent, compared to two-way left-turn lanes. [12]



Business Concerns

Installing raised medians often raises serious concerns by the business community that local businesses that depend upon pass-by traffic (especially gas stations and fast-food restaurants [10]) will be adversely affected by medians. Though there are few studies of the actual impacts of medians on business sales, there are several surveys of business owner opinions. Surveys conducted in multiple corridors in Texas, Iowa, and Florida demonstrate that the vast majority of business owners believe there have been no declines in sales, with some believing there are actually improvements in business sales. [2,5,8] One study in Texas indicated that corridors with access control improvements experienced an 18 percent increase in property values after construction. [2]

Location	Owners Report No Decline in Business (%)
Texas (2)	93
Texas (3)	78 to 84
Iowa (5)	67 to 91

PURPOSE OF THE BROCHURE

This brochure serves as a guide to the major benefits of several access management techniques in use across the United States. The purpose of this brochure is to provide a comprehensive and succinct examination of the benefits of access management and address major concerns that are often raised about access management.

The benefits usually identified with access management include improved movement of through traffic, reduced crashes, and fewer vehicle conflicts. Most major concerns about access management relate to potential reductions in revenue to local businesses that depend on pass-by traffic.

This brochure does not describe the precise strategies that transportation departments should follow to implement an access management program, but rather provides an introduction to the key concepts. The brochure may also be a useful tool to distribute at public meetings for both general access management plans and specific applications of access management techniques.

This brochure describes the relevant benefits and issues with three key sets of access management techniques:

1. Access spacing, including spacing between signalized intersections and distance between driveways;
2. Turning lanes, including dedicated left- and right-turn lanes, as well as indirect left turns and U-turns, and roundabouts; and
3. Median treatments, including two-way left-turn lanes and raised medians.

WHAT IS ACCESS MANAGEMENT?

Access management is a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. Access management includes several techniques that are designed to increase the capacity of these roads, manage congestion, and reduce crashes.

- ◆ Increasing spacing between signals and interchanges;
- ◆ Driveway location, spacing, and design;
- ◆ Use of exclusive turning lanes;
- ◆ Median treatments, including two-way left turn lanes (TWLTL) that allow turn movements in multiple directions from a center lane and raised medians that prevent movements across a roadway;
- ◆ Use of service and frontage roads; and
- ◆ Land use policies that limit right-of-way access to highways.

State, regional, and local governments across the United States use access management policies to preserve the functionality of their roadway systems. This is often done by designating an appropriate level of access control for each of a variety of facilities. Local residential roads are allowed full access, while major highways and freeways allow very little. In between are a series of road types that require standards to help ensure the free flow of traffic and minimize crashes, while still allowing access to major businesses and other land uses along a road,

CITATIONS

- [1] Colorado Department of Highways, 1985, Final Report of the Colorado Access Control Demonstration Project, Colorado.
- [2] Eisele, W. E., and W. E. Frawley, 1999, A Methodology for Determining Economic Impacts of Raised Medians: Data Analysis on Additional Case Studies, Research Report 3904-3, Texas Transportation Institute, College Station, Texas, October.
- [3] Frawley, W. E., and W. E. Eisele, 1998, A Methodology to Determine Economic Impacts of Raised Medians on Adjacent Businesses, 1998 National Conference on Access Management.
- [4] Gluck, J., H. S. Levinson, and V. Stover, 1999, Impacts of Access Management Techniques, NCHRP Report 420, Transportation Research Board.
- [5] Iowa Department of Transportation, 1997, Access Management Research and Awareness Program: Phase II Report.
- [6] Jacquemart, G., 1998, Synthesis of Highway Practice 264: Modern Roundabout Practice in the United States, National Cooperative Highway Research Program, National Academy Press, Washington, D.C.
- [7] Lall, B. K., D. Huntington, and A. Eghtedari, 1996, Access Management and Traffic Safety, Paper presented at the Second Annual Access Management Conference.
- [8] Long, G, C.T. Gan, and B.S. Morrison. "Impacts of Selected Median and Access Design Features." Florida Department of Transportation Report, Transportation Research Center, University of Florida, May 1993.
- [9] Meyers, E. J., 1999, Accident Reduction with Roundabouts, Paper presented at the 69th Annual ITE Meeting, Las Vegas, Nevada.
- [10] Neuwirth, R. M., G. E. Weisbrod, and S. D. Decker. 1993, Methodology for Evaluation Economic Impacts of Restricting Left Turns, Paper presented at the First Annual Access Management Conference.
- [11] Pant, P. D., M.D., S. Ula, and Y. Liu, 1998, Methodology for Assessing the Effectiveness of Access Management Techniques, Final Report, prepared for the Ohio Department of Transportation.
- [12] Parsonson, P. S., M. G. Waters III, and J. S. Fincher, 2000, Georgia Study Confirms the Continuing Safety Advantage of Raised Medians Over Two-Way Left-Turn Lanes, presented at the Fourth National Conference on Access Management, Portland, Oregon.
- [13] S/K Transportation Consultants, Inc., 2000, National Highway Institute Course Number 133078: Access Management, Location, and Design, April.
- [14] Texas Transportation Institute, In Progress, An Evaluation of Strategies for Improving Transportation Mobility and Energy Efficiency in Urban Areas, Texas A&M University, Project 60011.

FOR MORE INFORMATION

<http://www.accessmanagement.gov>
FHWA Document Number FHWA-OP-03-066

Benefits of Access Management



U.S. Department of Transportation
Federal Highway Administration



Open House #2 Summary Report

APPENDIX F

Open House #2 Meeting Minutes



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

Purpose:	Open House #2 - present preliminary design concepts and results of Level 1 screening		
Day:	Tuesday	Date:	February 12, 2008, 4:00 p.m. - 8:00 p.m.

Location:	Lakewood Cultural Center, Lakewood
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Participants:

Attendee	Representing
See meeting roster in <i>US 6/ Wadsworth Environmental Assessment Open House #2 Summary Report</i>	Individuals interested in the project.
Aaron Swafford	CH2M HILL
Allen Albers	City of Lakewood
Alexis Moore	City of Lakewood
Claudio Vera	CH2M HILL
Colleen Kirby Roberts	CH2M HILL
David Singer	CDOT R6
Fawn Friend	CH2M HILL
Glen Selover	CH2M HILL
Mary McCannon	CDOT R6
Penny Clemons	CDOT R6
Nashat Sawaged	CDOT R6
Leela Rajaskar	CDOT R6
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
Will Voss	CH2M HILL

Candice Hein

CH2M HILL

Discussion Items

The purpose of the meeting was to present the preliminary design concepts for the US 6/Wadsworth Boulevard interchange and for Wadsworth Boulevard between 4th and 14th Avenues, and to present the results of the Level 1 screening.

Approximately 92 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 Open House #2 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. People arrived throughout the course of the meeting. Attendance was strong at both presentations, with the 5:00 p.m. presentation more heavily attended. A children's activity 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 meeting.

Six stations were staffed by CDOT and Consultant staff. Stations included the following topics: project purpose and need, and study schedule; design concepts and screening results; traffic; environmental resources and water quality treatment options; reference materials and handouts; and CDOT's right-of-way procedures. At several stations, 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 Open House #2 Summary Report*.

For each presentation, Kirk Webb, CDOT Region 6 Environmental Manager, introduced the study and study participants and provided an overview of CDOT's mission and goals for the EA. Mandy Whorton, CH2M HILL Environmental Manager, presented information about the EA process, summary of scoping, and information about the alternatives development and screening process. Tim Eversoll, CH2M HILL Project Manager, presented information about the interchange and Wadsworth Boulevard design concepts recommended for further evaluation. The presentation is included in the *US 6/Wadsworth Environmental Assessment Open House #2 Summary Report*.

A copy of all written comments received is provided in the *US 6/Wadsworth Environmental Assessment Open House #2 Summary Report*. The verbal comments received are presented below categorized by topic.

Design Concepts

- Reroute traffic through the neighborhood on the southeast side of the interchange, and develop a slip ramp similar to the Carr Street/Garrison Street entrance for cars entering eastbound 6th Avenue between Wadsworth Boulevard and Sheridan Boulevard. Close the existing eastbound on-ramp onto US 6.
- Project needs could be addressed by 1) reconfiguring the southbound US 6 off-ramp and removing the signal at 5th Avenue; and 2) adding a slip ramp to enter US 6 east of Wadsworth Boulevard rather than reconstructing the interchange, because it would disrupt fewer residences.

- The project must plan for transit. Support for a future trolley car along Wadsworth Boulevard.
- Support for the Single-Point Urban Interchange (SPUI) concept.
- Support for concepts that do not add more signals. Additional signals will not help accommodate current and increased traffic volumes on Wadsworth Boulevard.

Traffic

- The intersection of Wadsworth Boulevard with 5th Avenue is skewed with “dips” on both sides. Southbound Wadsworth Boulevard needs a right-turn lane onto 5th Avenue and larger turning radii at the 5th Avenue intersection.
- Signals along Wadsworth Boulevard are not synchronized; they increase traffic congestion and make drivers stop at every light.
- The Carr Street/Garrison Street slip ramps should be removed.
- The Carr Street/Garrison Street slip ramps should be maintained.

Noise

- Noise levels have increased since the speed limit on US 6 was raised to 65 mph. Look into lowering the speed limit back to 55 mph.
- Please look into quiet pavement on US 6, like rubberized asphalt or pavement similar to that at US 6 near Indiana Avenue.
- Residents experienced high levels of noise, dust, and fumes during noise-wall construction along US 6 east of Wadsworth Boulevard. Hotel vouchers were offered to residents proximate to the Transportation Expansion (T-REX) Project construction, and this sounds like a good idea during construction for this project.

Safety

- The 65-mph speed limit on 6th Avenue is too high and causes too many accidents. Look into lowering the speed limit back to 55 mph.

Right-of-Way and Property Acquisition

- A property owner was concerned that a decision in December 2008 meant that all negotiations for acquiring right-of-way and property would be finalized by this time; the owner expressed concern that this is very little time to make decisions about relocation. Staff explained that right-of-way negotiations will occur after a decision on the project is issued, and affected property owners will have time to negotiate and make decisions.

Drainage and Utilities

- Project team should be aware of existing ditch systems in the neighborhood.

Maintenance

- There is currently insufficient snow storage on Wadsworth Boulevard. Future designs for snow storage should not block pedestrian and bike paths.

Miscellaneous

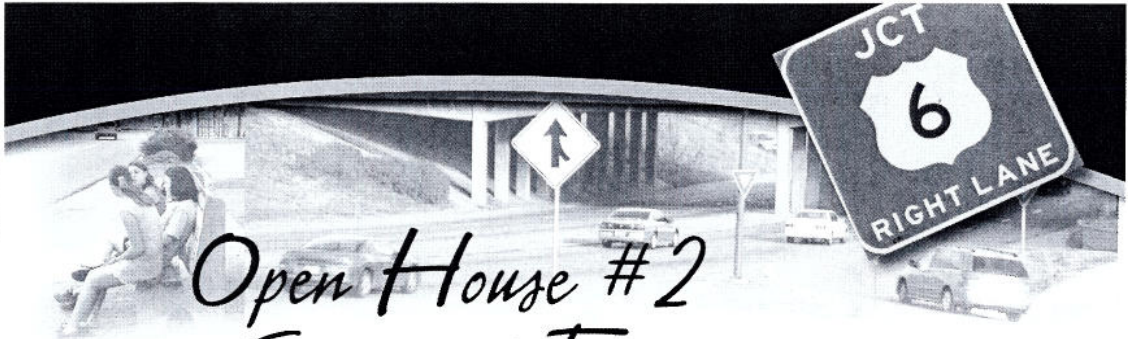
- The public needs to understand the details of the cost estimate for the project so that they can understand how mitigation for noise and property impacts is being considered.
- Please start construction as soon as possible.
- Please continue to keep the public informed of project progress and decisions.



Open House #2 Summary Report

APPENDIX G

Written Comments



Open House #2 Comment Form

First Name: [redacted] Last Name: [redacted]

Address: [redacted] City: [redacted] Zip Code: [redacted]

Email Address: [redacted] Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

Not sure, would have to study it more

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

I like the median restricting dangerous turns and entries onto wadsworth

3 lanes seem adequate

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

The criteria that affected me the most are:

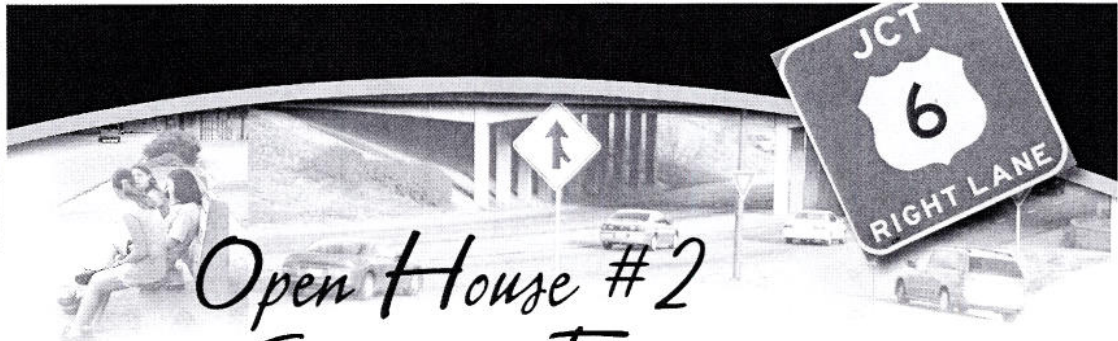
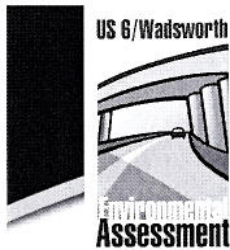
** safe access to 6th Ave freeway while maintaining the Carr St. exit + entrance (not necessarily at Carr)*

** noise reduction through walls or pavement back to Kipling.*

Do you have any additional comments?

I think it is important in all projects to improve pedestrian and bicycle use/safety.

Thanks!

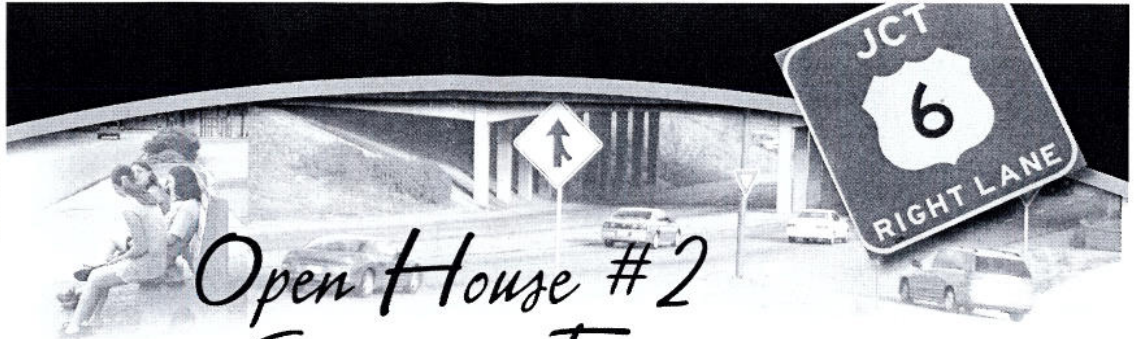


Open House #2 Comment Form

Please take a few minutes to read through the following list and check the criteria you feel are most important in evaluating the alternatives carried forward. **Please check a maximum of five criteria for the interchange alternatives, and a maximum of five criteria for the Wadsworth Boulevard alternatives.** This will help us understand the priorities of stakeholders as we conduct the Level 2 evaluation. Please contact a project team member if you have any questions.

High Priority? (check no more than five)	Interchange Alternatives Evaluation Criteria
<input checked="" type="checkbox"/>	Safe pedestrian and bicycle crossings at interchange
<input type="checkbox"/>	Design of ramp entrances
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input type="checkbox"/>	Number of weave sections (areas where vehicles must cross paths to enter or exit highway)
<input checked="" type="checkbox"/>	Congestion on interchange ramps
<input type="checkbox"/>	Spacing between ramp and frontage road intersections
<input checked="" type="checkbox"/>	Interchange capacity to accommodate highest volume movements
<input checked="" type="checkbox"/>	Local access to/from US 6
<input type="checkbox"/>	Effects to local business access, visibility, or parking
<input type="checkbox"/>	Number of businesses and residences that would require relocation
<input type="checkbox"/>	Number of properties that would be either partially or fully acquired
<input checked="" type="checkbox"/>	Number of residences within 66 dBA (decibel) noise contour
<input type="checkbox"/>	Acres of wetlands and waters of the U.S. affected
<input type="checkbox"/>	Total cost of project
<input type="checkbox"/>	Right-of-way cost
<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input type="checkbox"/>	Maintenance of traffic during construction
<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth

High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
<input type="checkbox"/>	Width of travel lanes
<input type="checkbox"/>	Medians for vehicular and pedestrian safety
<input checked="" type="checkbox"/>	Sidewalks for pedestrian and bicycle safety
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input checked="" type="checkbox"/>	Medians for access control
<input checked="" type="checkbox"/>	Delay (time) vehicles experience at signalized intersections
<input checked="" type="checkbox"/>	Corridor travel time
<input checked="" type="checkbox"/>	Neighborhood traffic impacts
<input type="checkbox"/>	Local street access to/from Wadsworth
<input type="checkbox"/>	Number of businesses and residences that would require relocation
<input type="checkbox"/>	Number of properties that would be either partially or fully acquired
<input type="checkbox"/>	Acres of wetlands and waters of the U.S. affected
<input type="checkbox"/>	Number of historic properties and parks affected
<input type="checkbox"/>	Total cost of project
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<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input type="checkbox"/>	Construction duration
<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth



Open House #2 Comment Form

First Name: [REDACTED] Last Name: [REDACTED]
Address: [REDACTED] City: [REDACTED] Zip Code: [REDACTED]
Email Address: [REDACTED] Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

WHATEVER IS ADOPTED MUST BE MORE PEDESTRIAN & BICYCLE-FRIENDLY THAN WHAT'S THERE NOW, WHICH IS NEARLY SUICIDAL FOR BOTH

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

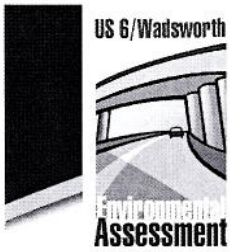
I PREFER A RAISED MEDIAN - WITH OR WITHOUT XERIC LANDSCAPING.

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

IT'S CRITICAL THAT ALL 4 OF THE INTERCHANGE DESIGN CONCEPTS BE ADOPTED IN SOME FORM - BRIDGE & WALL AESTHETICS, SPECIAL FEATURES, AND XERIC LANDSCAPING

Do you have any additional comments?

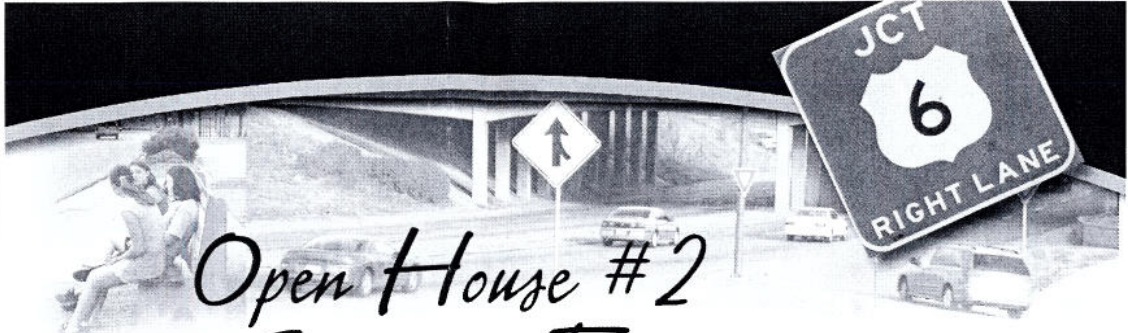
DETACHED SIDEWALKS ON WADSWORTH ARE ESSENTIAL. I UNDERSTAND THE COST TRADE-OFF, BUT LAST WINTER'S SNOWFALL SHOULD HAVE DEMONSTRATED TO ALL THE PENNY-WISE/POUND FOOLISHNESS OF ATTACHED SIDEWALKS, BURIED UNDER 3-4 FEET OF WHATEVER THE SNOW PLOWS TOSS TO THE CURB. FROM BOTH AESTHETIC & SAFETY (FOR PEDESTRIANS) STANDPOINTS, DETACHED IS MUCH SUPERIOR!



Please take a few minutes to read through the following list and check the criteria you feel are most important in evaluating the alternatives carried forward. **Please check a maximum of five criteria for the interchange alternatives, and a maximum of five criteria for the Wadsworth Boulevard alternatives.** This will help us understand the priorities of stakeholders as we conduct the Level 2 evaluation. Please contact a project team member if you have any questions.

High Priority? (check no more than five)	Interchange Alternatives Evaluation Criteria
<input checked="" type="checkbox"/>	Safe pedestrian and bicycle crossings at interchange
<input checked="" type="checkbox"/>	Design of ramp entrances
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input type="checkbox"/>	Number of weave sections (areas where vehicles must cross paths to enter or exit highway)
<input type="checkbox"/>	Congestion on interchange ramps
<input type="checkbox"/>	Spacing between ramp and frontage road intersections
<input checked="" type="checkbox"/>	Interchange capacity to accommodate highest volume movements
<input type="checkbox"/>	Local access to/from US 6
<input type="checkbox"/>	Effects to local business access, visibility, or parking
<input type="checkbox"/>	Number of businesses and residences that would require relocation
<input type="checkbox"/>	Number of properties that would be either partially or fully acquired
<input type="checkbox"/>	Number of residences within 66 dBA (decibel) noise contour
<input type="checkbox"/>	Acres of wetlands and waters of the U.S. affected
<input checked="" type="checkbox"/>	Total cost of project
<input type="checkbox"/>	Right-of-way cost
<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input type="checkbox"/>	Maintenance of traffic during construction
<input checked="" type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth

High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
<input type="checkbox"/>	Width of travel lanes
<input checked="" type="checkbox"/>	Medians for vehicular and pedestrian safety
<input checked="" type="checkbox"/>	Sidewalks for pedestrian and bicycle safety (DETACHED, W/TREE LAWN)
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input checked="" type="checkbox"/>	Medians for access control
<input checked="" type="checkbox"/>	Delay (time) vehicles experience at signalized intersections
<input type="checkbox"/>	Corridor travel time
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Open House #2 Comment Form

First Name: [redacted] Last Name: [redacted]
Address: [redacted] City: [redacted] Zip Code: [redacted]
Email Address: [redacted] Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

(Cloverleaf)
* Would the traffic merging from 6th onto Wads. have their own continuous lane? Currently, merging traffic exiting from 6th Ave E. onto Wads. S. is supposed to yield, but they do not. Many times, I've nearly been struck broadside.
* Do any of the proposed designs have more noise? If so, I would object to increased noise levels!!
Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

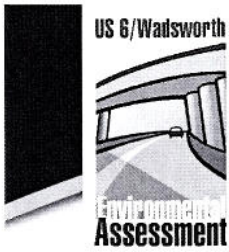
Please synchronize the traffic signals. We must stop at every or every other intersection. Drives are brutal on Wads - from Alameda North to Broomfield - I drove it every day to / from work. Wads. lights change when there isn't even cross traffic (midnight) & you have to wait. Why?

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

*Less noise. Safety entering/onramps
Safety
Less traffic at intersections due to signal timing.
Easier access to Wads from side streets turning left.
Example - 5th Ave - must wait 2.5 min. for light to turn left (N.) onto Wads. And, no arrow. Very dangerous.*

Do you have any additional comments?

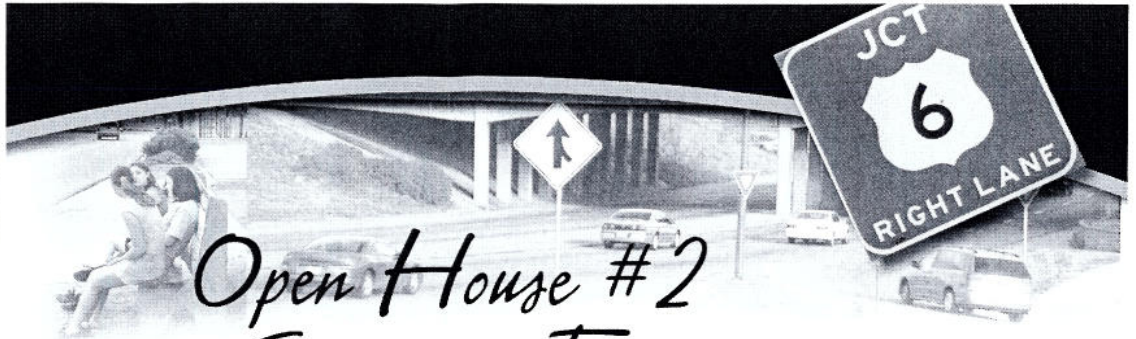
* Noise from 6th Ave. is deafening during all hours (even after midnight). I can't open my windows or sit on my deck or patio. It got worse after the speed limit was raised to 65 mph. What can be done to reduce noise?
* Can you research using rubberized asphalt? It has worked very well in Phoenix on the 101 highway near Sun City.



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<input checked="" type="checkbox"/>	Interchange capacity to accommodate highest volume movements
<input type="checkbox"/>	Local access to/from US 6
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Open House #2 Comment Form

First Name: [redacted] Last Name: [redacted]

Address: [redacted] City: [redacted] Zip Code: [redacted]

Email Address: _____ Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

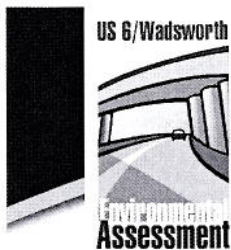
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Comments?

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Do you have any additional comments?

*Earlier concept looks like it --- San Antonio + Regalich
Had water runoff drains sufficient for 30-yr flood.*

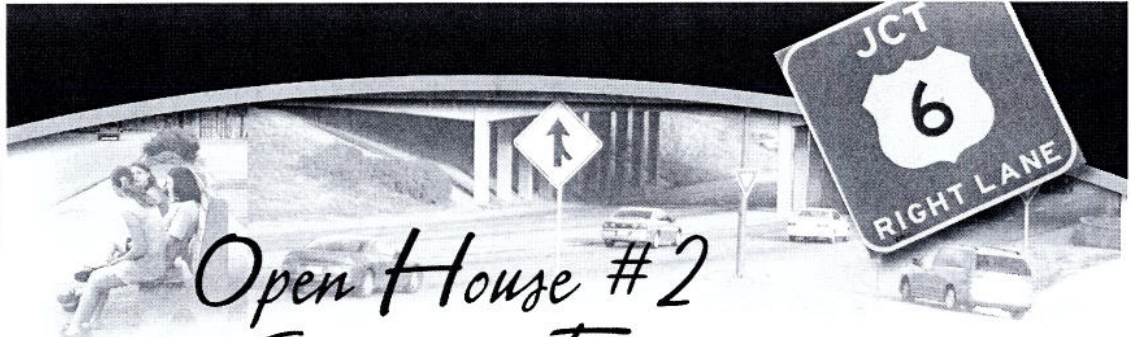
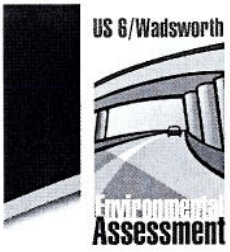


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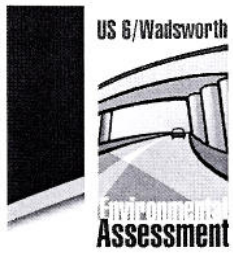
Comments?

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

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Address: [redacted] City: [redacted] Zip Code: [redacted]

Email Address: [redacted] Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

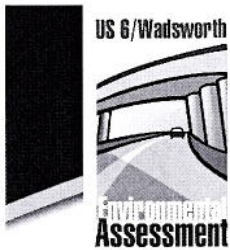
Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

*ped/bike safe access across 6th is critical.
the entire city of lakewood suffers from this
barrier for bike/ped transpo.
any 'loop' concepts must include grade-separated
crossings*

Do you have any additional comments?



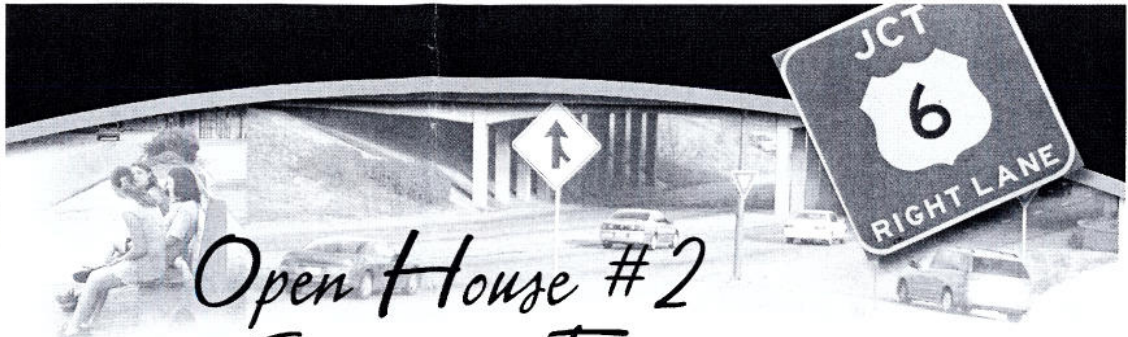
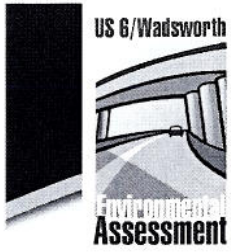
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X. *TRAFFIC FLOW ON WADSWORTH*

High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
<input type="checkbox"/>	Width of travel lanes
<input checked="" type="checkbox"/>	Medians for vehicular and pedestrian safety <i>+ AESTHETICS</i>
<input checked="" type="checkbox"/>	Sidewalks for pedestrian and bicycle safety
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input type="checkbox"/>	Medians for access control
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? *SAME*



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Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

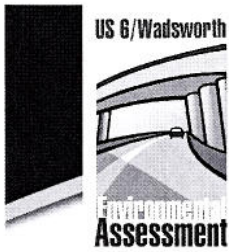
Scout says after march or April Meeting

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

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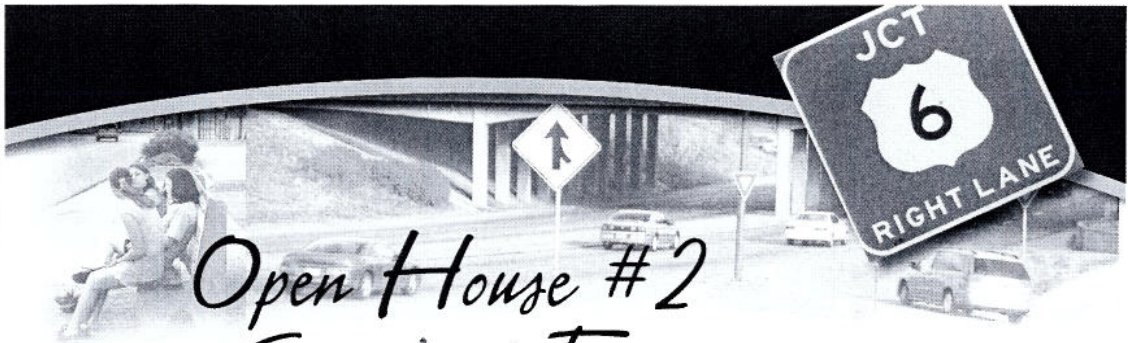
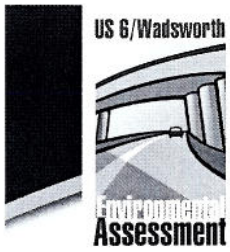
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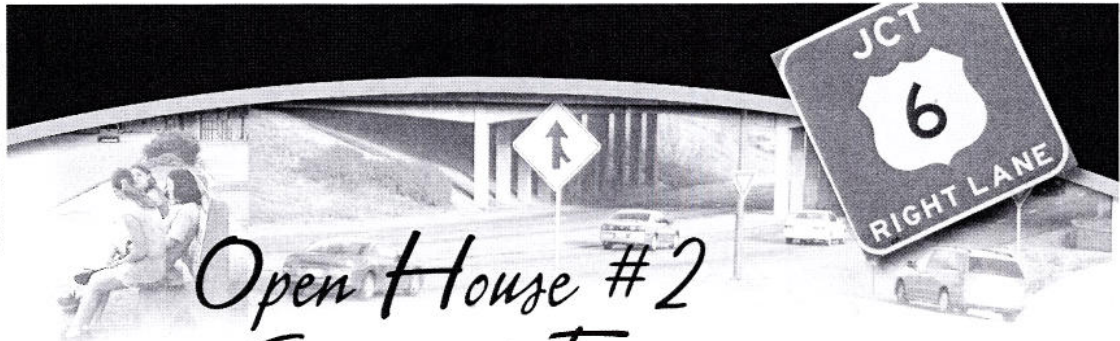
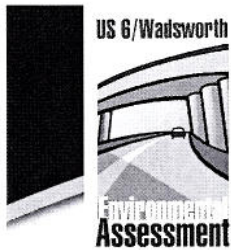
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 Comments?

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Do you have any additional comments?

I am very concerned about the Carr St. access west of the road of 6th and 7th section - It's already very dangerous - Cars must get "upto speed" quickly when entering 6th from Carr to keep from getting rear ended + Carr on will this be the Carr St. access to 6th be closed - what are the plans for this - a sound wall or barrier is desperately needed along 6th from Garrison to Wadsworth - Has the sound been evaluated for this area? Are there plans to build a sound barrier for this area?

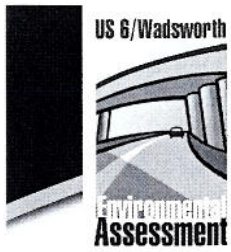


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Email Address: _____ Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

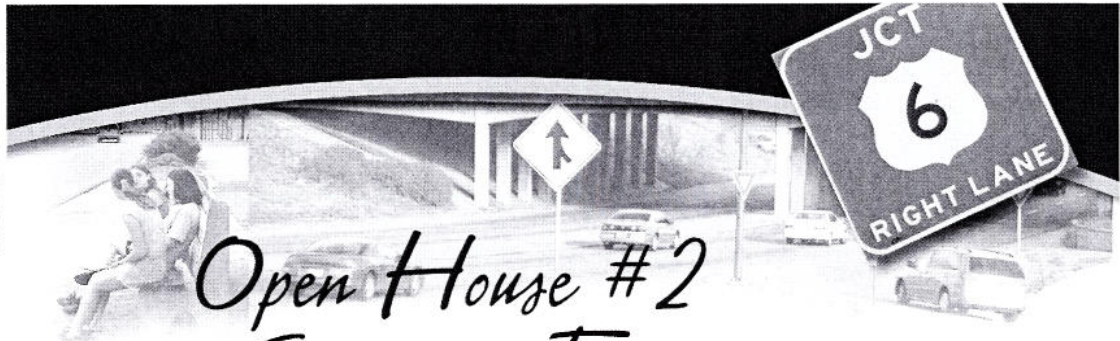
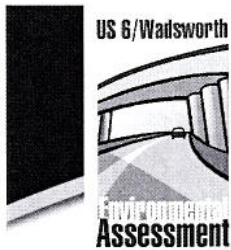
Comments?

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

Do you have any additional comments?



Open House #2 Comment Form

Please take a few minutes to read through the following list and check the criteria you feel are most important in evaluating the alternatives carried forward. **Please check a maximum of five criteria for the interchange alternatives, and a maximum of five criteria for the Wadsworth Boulevard alternatives.** This will help us understand the priorities of stakeholders as we conduct the Level 2 evaluation. Please contact a project team member if you have any questions.

High Priority? (check no more than five)	Interchange Alternatives Evaluation Criteria
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<input type="checkbox"/>	Design of ramp entrances
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<input type="checkbox"/>	Number of weave sections (areas where vehicles must cross paths to enter or exit highway)
<input checked="" type="checkbox"/>	Congestion on interchange ramps
<input type="checkbox"/>	Spacing between ramp and frontage road intersections
<input type="checkbox"/>	Interchange capacity to accommodate highest volume movements
<input type="checkbox"/>	Local access to/from US 6
<input type="checkbox"/>	Effects to local business access, visibility, or parking
<input type="checkbox"/>	Number of businesses and residences that would require relocation
<input checked="" type="checkbox"/>	Number of properties that would be either partially or fully acquired
<input checked="" type="checkbox"/>	Number of residences within 66 dBA (decibel) noise contour
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<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth

High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
<input type="checkbox"/>	Width of travel lanes
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<input type="checkbox"/>	Sidewalks for pedestrian and bicycle safety
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<input type="checkbox"/>	Medians for access control
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Open House #2 Comment Form

First Name: [redacted] Last Name: [redacted]
Address: [redacted] City: [redacted] Zip Code: [redacted]
Email Address: _____ Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

I like the two loop design

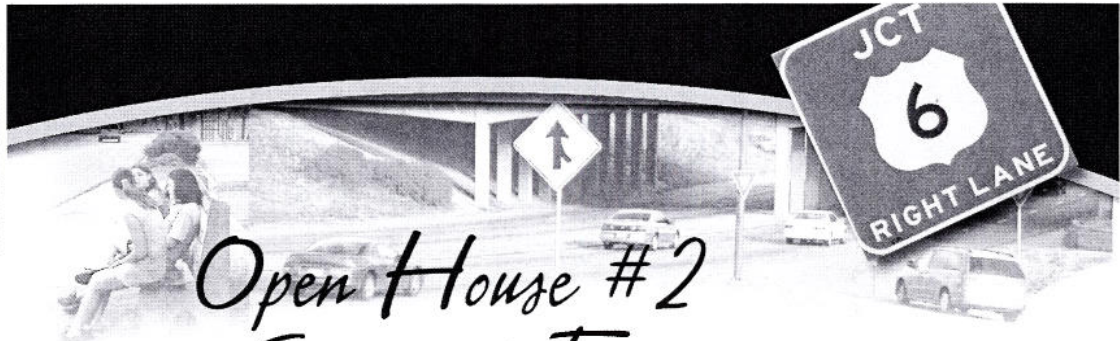
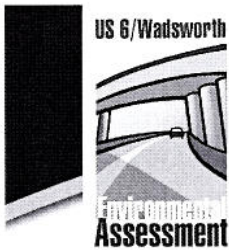
Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

*I like the six lane concept.
Raised median + sidewalk*

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Do you have any additional comments?

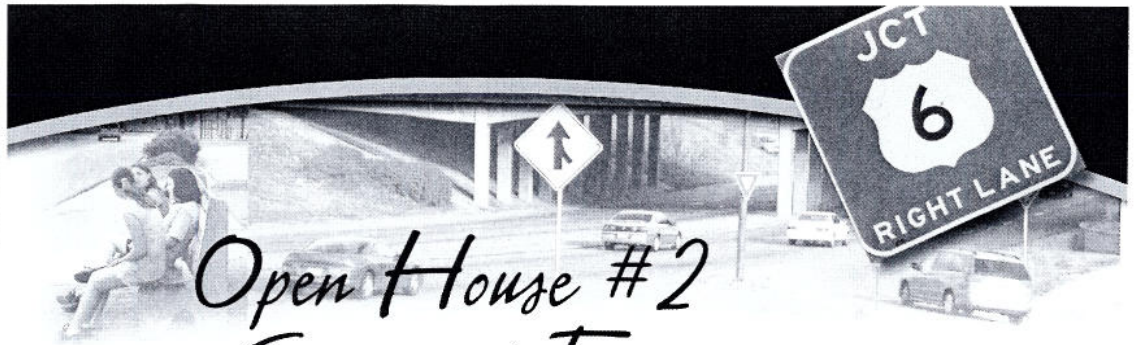


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Open House #2 Comment Form

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Address: [redacted] City: [redacted] Zip Code: [redacted]
Email Address: _____ Yes, add me to the US 6/Wadsworth mailing list

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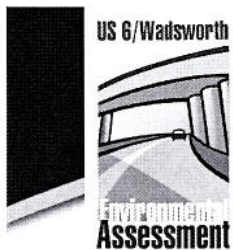
Comments?
*Single point interchange
appears best to me*

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

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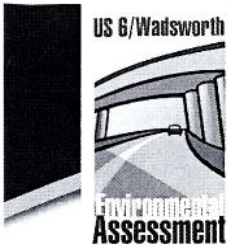
Do you have any additional comments?
*I wish you could start
tomorrow!*



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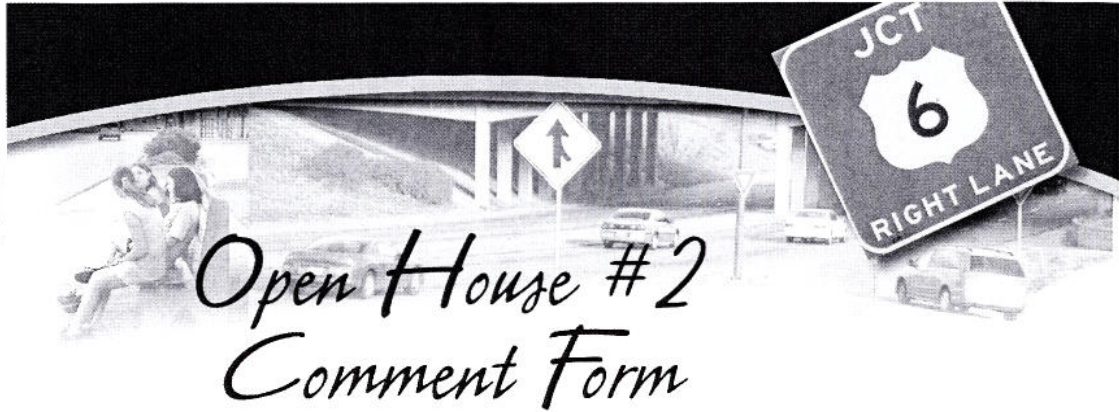
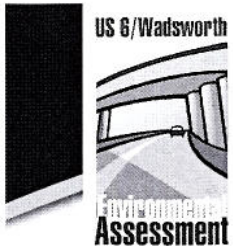
Comments?

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Comments?

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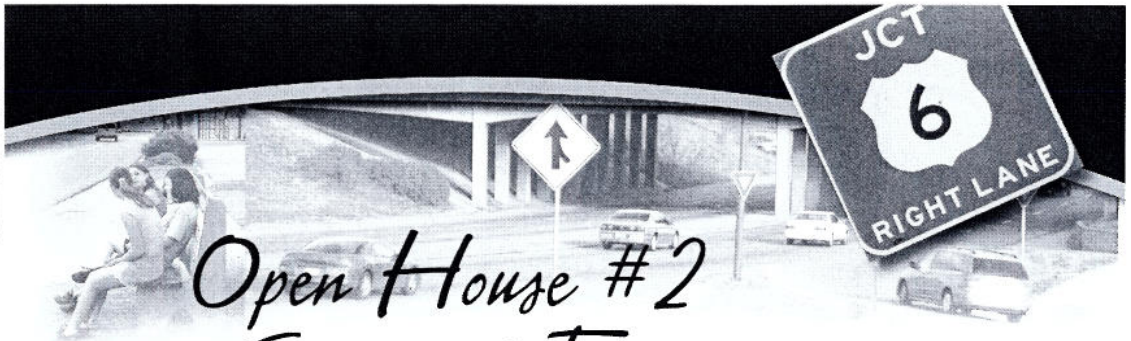
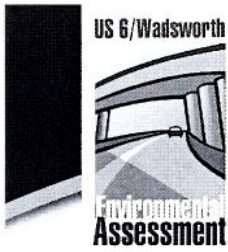
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Open House #2 Comment Form

First Name: [REDACTED] Last Name: [REDACTED]
 Address: [REDACTED] City: [REDACTED] Zip Code: [REDACTED]
 Email Address: [REDACTED] Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?
 CONCEPT "E" REALLY APPEALS.

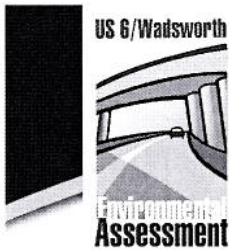
Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?
~~CONCEPT "E" GETS MY VOTE~~
 YES, 6 LANES FROM 4TH TO 14TH

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

WBOULDS TRAFFIC TO SOUTH BOULDS WADS

Do you have any additional comments?
 PLEASE INCORPORATE "QUIET" ASPHALT ALL THE WAY WEST TO GARRISON.

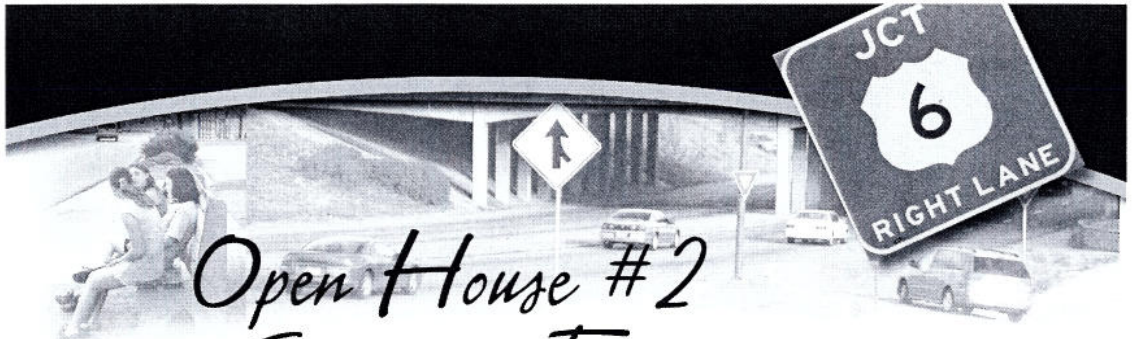


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Open House #2 Comment Form

First Name: [redacted] Last Name: [redacted]
Address: [redacted] City: [redacted] Zip Code: [redacted]
Email Address: [redacted]

Yes, add me to the US 6/Wadsworth mailing list
(I think I'm already on it twice,

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No *please reduce to once)*

Comments?

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

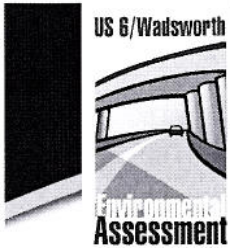
Do you have any additional comments?

• Please consider pedestrian & bicycle flows east and west (in addition to North & South).

• Please make the project team aware of mitigation ditches and creeks that cross Wadsworth between 13th + U.S. 6.

*Mitigation ditches:
One is called Wright lateral
Other is Rocky Mountain Ditch Company
(I think)*

• please provide for future ped. connections from sidewalk to Two Creeks Park.

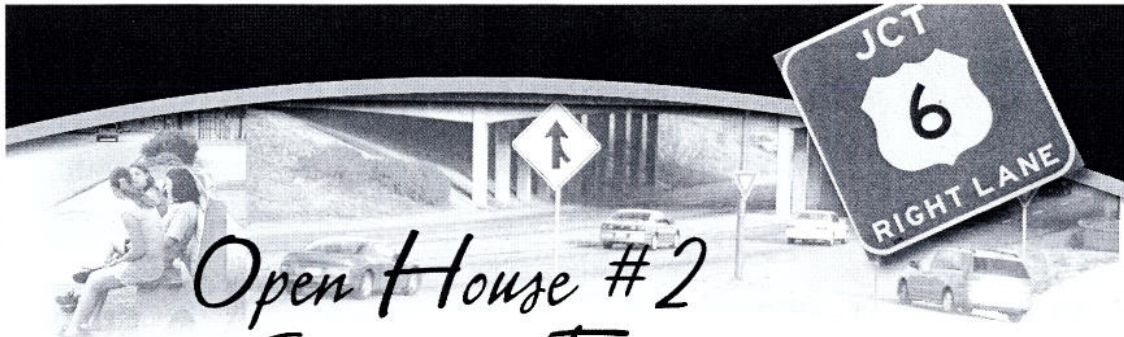
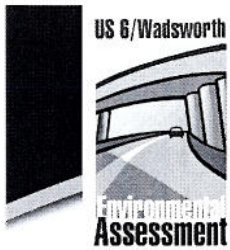


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<input checked="" type="checkbox"/> #1	Sidewalks for pedestrian and bicycle safety
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<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input type="checkbox"/>	Construction duration <i>Please reduce/coordinate with RTD, especially rebuilding of Sheldon</i>
<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth



Open House #2 Comment Form

First Name: [redacted] Last Name: [redacted]

Address: [redacted] City: [redacted] Zip Code: [redacted]

Email Address: [redacted] Yes, add me to the US 6/Wadsworth mailing list *already on it*

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

*Must plan for transit - it'll come soon.
West Corridor opens in 2012 then many people will be switching modes - in boundaries of this project.*

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

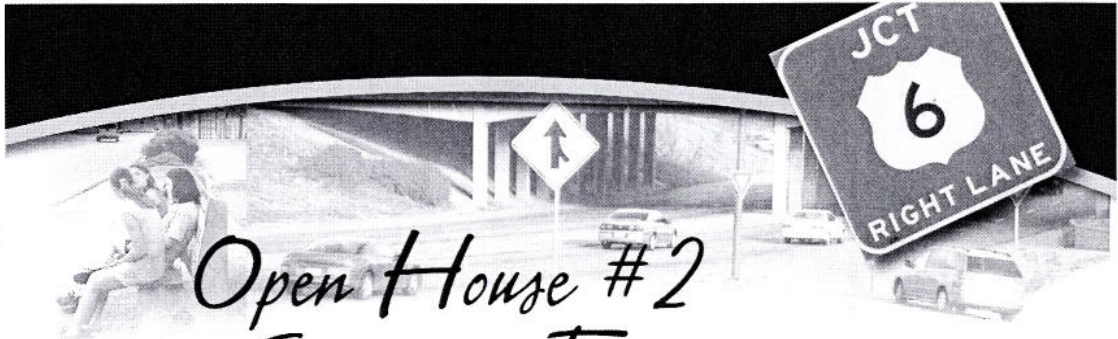
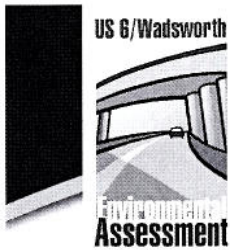
Must plan ramps, bridges to have room for future transit - whether it is trolley or lite rail. Wadsworth is major corridor now and on DRCOG's plans.

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*Access for all: pedestrians, bicyclists, bus riders, transit riders, handicapped, youth, seniors, employees of businesses on Wadsworth.
Safety of all of those listed above, not just cars & drivers.*

Do you have any additional comments?

*What about an express bus on #6? Is there room?
Don't assume that everyone drives alone in the future. More people will use transit. Think effects of global warming, carbon footprint, cost of gas up, etc.*

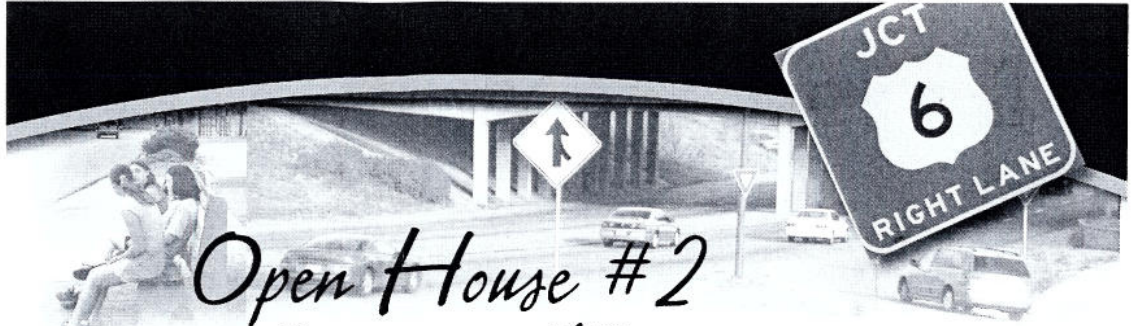


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<input type="checkbox"/>	Spacing between ramp and frontage road intersections
<input type="checkbox"/>	Interchange capacity to accommodate highest volume movements
<input type="checkbox"/>	Local access to/from US 6
<input type="checkbox"/>	Effects to local business access, visibility, or parking
<input type="checkbox"/>	Number of businesses and residences that would require relocation
<input type="checkbox"/>	Number of properties that would be either partially or fully acquired
<input type="checkbox"/>	Number of residences within 66 dBA (decibel) noise contour
<input type="checkbox"/>	Acres of wetlands and waters of the U.S. affected
<input type="checkbox"/>	Total cost of project
<input type="checkbox"/>	Right-of-way cost
<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input type="checkbox"/>	Maintenance of traffic during construction
<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth

High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
<input type="checkbox"/>	Width of travel lanes
<input checked="" type="checkbox"/>	Medians for vehicular and pedestrian safety
<input checked="" type="checkbox"/>	Sidewalks for pedestrian and bicycle safety
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input checked="" type="checkbox"/>	Medians for access control
<input type="checkbox"/>	Delay (time) vehicles experience at signalized intersections
<input checked="" type="checkbox"/>	Corridor travel time
<input type="checkbox"/>	Neighborhood traffic impacts
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Open House #2 Comment Form

First Name: [redacted] Last Name: [redacted]
Address: [redacted] City: [redacted] Zip Code: [redacted]
Email Address: _____ Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

The concept is somewhat needed to eliminate the traffic impact. These informational meetings are very positive - keep the public informed.

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

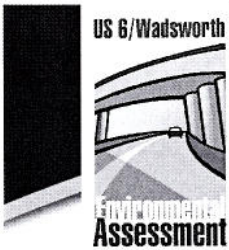
Comments?

Going in the right direction

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

Do you have any additional comments?

Staff is very helpful and informative.

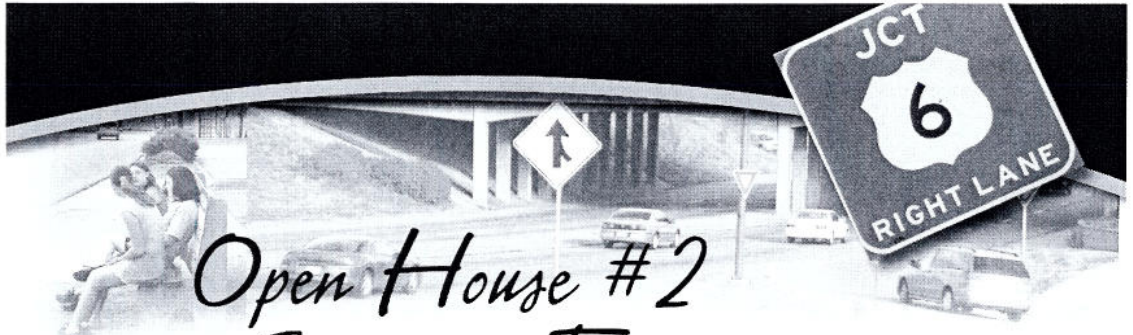


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Open House #2 Comment Form

First Name: [REDACTED] Last Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] Zip Code: [REDACTED]

Email Address: [REDACTED] Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

6TH AVE BUSINESS CENTER ON FRONTAGE ROAD ON NORTH SIDE OF 6TH AVE. MUST BE DIRECTLY ACCESSIBLE TO WESTBOUND TRAFFIC EXITING ON WADSWORTH GOING NORTH - MUST BE ABLE TO TURN LEFT FROM WADSWORTH ONTO NORTH FRONTAGE ROAD

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

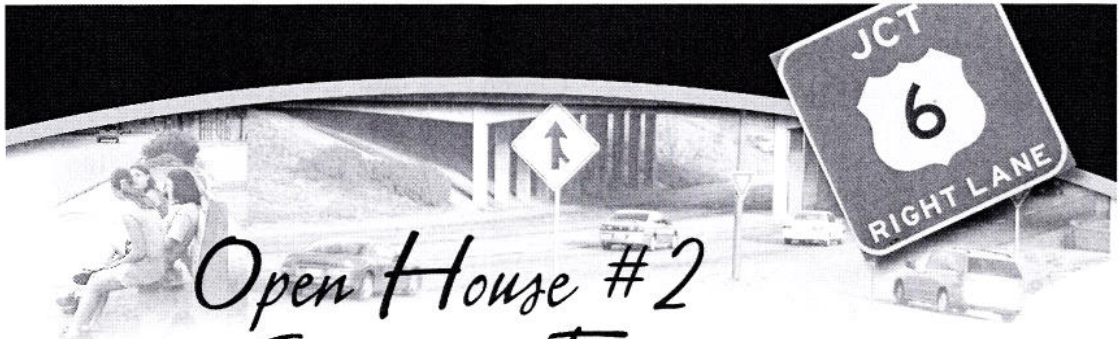
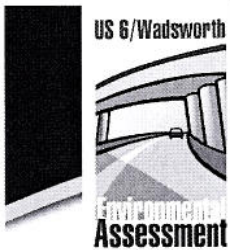
SEE ABOVE COMMENTS

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

ACCESSIBILITY TO FRONTAGE ROAD ON NORTH SIDE OF 6TH AVE TO WESTBOUND 6TH AVE TRAFFIC EXITING ON NORTHBOUND WADSWORTH

Do you have any additional comments?

IF ABOVE ACCESS IS NOT PROVIDED IT WILL HAVE A SUBSTANTIALLY NEGATIVE EFFECT ON THE VIABILITY AND RENTABILITY AND MARKET VALUE OF THE 6TH AVENUE BUSINESS CENTER

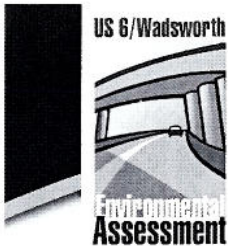


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<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth

High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
<input type="checkbox"/>	Width of travel lanes
<input type="checkbox"/>	Medians for vehicular and pedestrian safety
<input type="checkbox"/>	Sidewalks for pedestrian and bicycle safety
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Open House #2 Comment Form

First Name: [redacted] Last Name: [redacted]
 Address: [redacted] City: [redacted] Zip Code: [redacted]
 Email Address: [redacted] Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

The 4 eliminated are either too simple or too complex. Are the loops in C + E the same loops that are there now? I can't tell if they are larger or smaller or the same. Might save cost if they are the same (with upgrades).

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

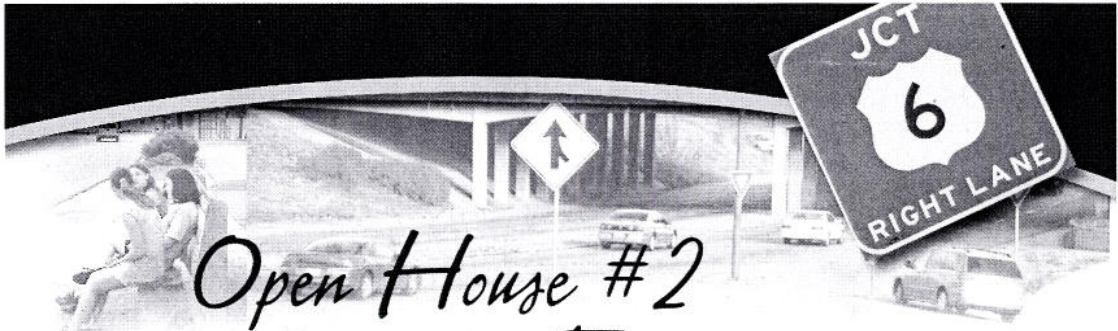
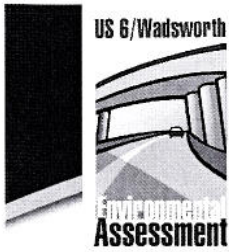
Wadsworth should be ^{the same width +} ~~a continuous design~~ from Alameda to 14th. That stretch from Highland Dr. to 14th is a bottleneck.

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

The most important: improve traffic flow onto and off of 6th ave. Avoid the circles to get onto ~~the~~ 6th Ave. That is pretty scary going west from Wadsworth at 7:15 am.!

Do you have any additional comments?

Do it right the first time! Let's not be re-doing this in 7 or 8 yrs.!

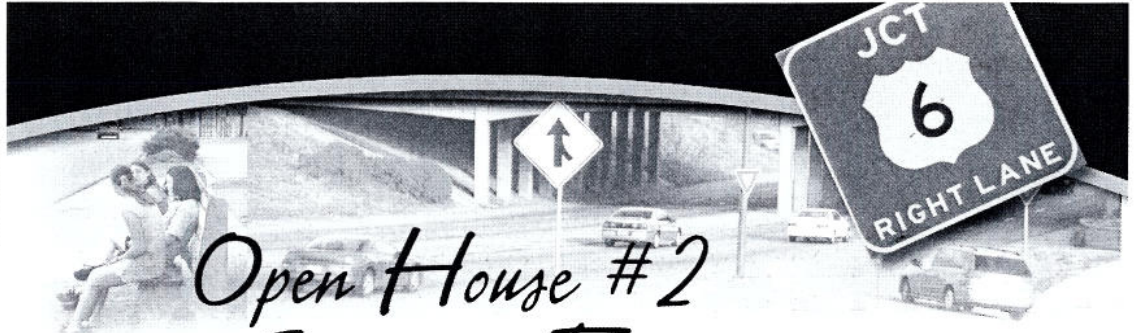


Open House #2 Comment Form

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<input type="checkbox"/>	• Number of design exceptions (variances from approved design standards)
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<input type="checkbox"/>	• Congestion on interchange ramps
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<input checked="" type="checkbox"/>	• Interchange capacity to accommodate highest volume movements
<input type="checkbox"/>	• Local access to/from US 6
<input type="checkbox"/>	• Effects to local business access, visibility, or parking
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<input type="checkbox"/>	• Acres of wetlands and waters of the U.S. affected
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<input type="checkbox"/>	• Ability of emergency response providers to maintain or improve their response times
<input type="checkbox"/>	• Maintenance of traffic during construction
<input checked="" type="checkbox"/>	• Ability to accommodate future widening of US 6 or Wadsworth

High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
<input type="checkbox"/>	• Width of travel lanes
<input type="checkbox"/>	• Medians for vehicular and pedestrian safety
<input checked="" type="checkbox"/>	• Sidewalks for pedestrian and bicycle safety
<input checked="" type="checkbox"/>	• Number of design exceptions (variances from approved design standards)
<input type="checkbox"/>	• Medians for access control
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NE
SECTION

Open House #2 Comment Form

First Name: [REDACTED] Last Name: [REDACTED]
 Address: [REDACTED] City: [REDACTED] Zip Code: [REDACTED]
 Email Address: [REDACTED] Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?
 I LIKE SPOI INTERCHANGE, AND IT WOULD DO THE LEAST PROPERTY HOME OWNER DAMAGE. I CAN'T AGREE BECAUSE IT IS TOO VAGUE.

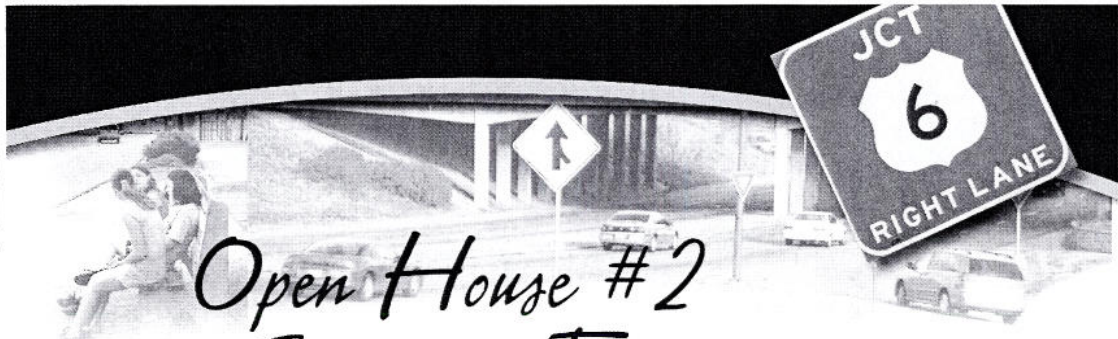
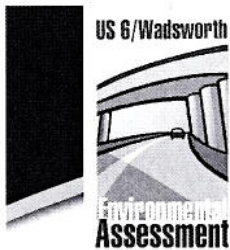
Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?
 CONCEPT 8 IS ONLY 2 LANES EACH WAY. HIGHLAND/WADS NEEDS A MIDDLE LANE FOR SOUTH BOUND FROM HIGHLAND.

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

WE MUST HAVE MEDIANS ON WADS! YELLOW (DOUBLE) LINES DO NOT WORK! BETTER SIGNAGE SOONER FOR 6TH AVE EAST OR WEST. TOO CONFUSING FOR DRIVERS - RESULTING IN DANGEROUS "U TURNS"
 - NEED "NO U TURN" SIGNS
 - I'M WORRIED ABOUT NOISE LEVELS!

Do you have any additional comments?
 THERE ARE 8 DRIVEWAYS ON WADS (W SIDE) NORTH OF 6TH. THE DOUBLE YELLOW DOES NOT WORK TO STOP CARS. VERY DANGEROUS!!!



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<input type="checkbox"/>	Spacing between ramp and frontage road intersections
<input type="checkbox"/>	Interchange capacity to accommodate highest volume movements
<input checked="" type="checkbox"/>	Local access to/from US 6 + SIGNAGE
<input type="checkbox"/>	Effects to local business access, visibility, or parking
<input checked="" type="checkbox"/>	Number of businesses and residences that would require relocation
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High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria	
<input type="checkbox"/>	Width of travel lanes	DOUBLE YELLOW LINES
<input checked="" type="checkbox"/>	Medians for vehicular and pedestrian safety !!	DO NOT WORK TO CONTROL ILLEGAL
<input type="checkbox"/>	Sidewalks for pedestrian and bicycle safety	URNS INTO MULTIPLE
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)	DRIVEWAYS!
<input checked="" type="checkbox"/>	Medians for access control !!	
<input type="checkbox"/>	Delay (time) vehicles experience at signalized intersections	
<input type="checkbox"/>	Corridor travel time	
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Open House #2 Comment Form

First Name: [redacted] Last Name: [redacted]
 Address: [redacted] City: [redacted] Zip Code: [redacted]
 Email Address: _____ Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

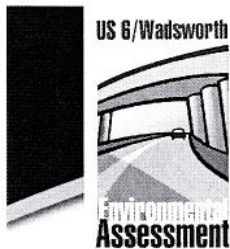
Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

Do you have any additional comments?

I believe the raised, landscaped medians are a waste of money and expensive to maintain - give careful consideration to the RTD project.

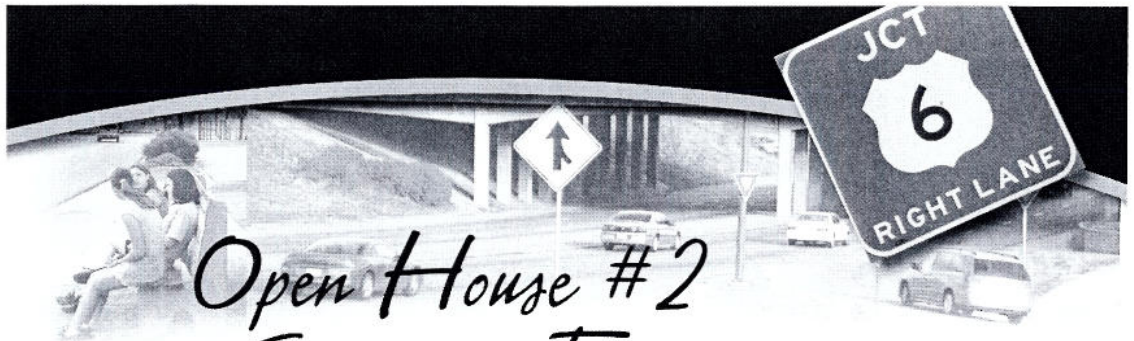


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Open House #2 Comment Form

First Name: [redacted] Last Name: [redacted]
Address: [redacted] City: [redacted] Zip Code: [redacted]
Email Address: [redacted] Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?
The single point Urban exchange seems to be most effective and has the least negative impact on the existing neighborhood (businesses & residents)

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

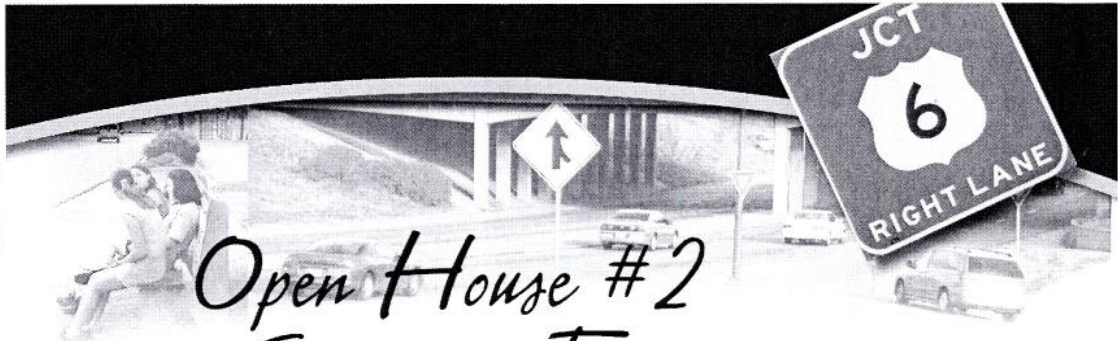
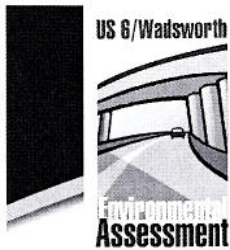
Comments?
*I think the 2-way left turn lanes and dedicated transit lanes seem reasonable * especially transit * needs to be included. Buffers & raised medians seem to take up too much space unnecessarily and impedes access between major intersections.*

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

[Blank lined area for criteria checklist comments]

Do you have any additional comments? *THANKS FOR THE INFO.*

Perhaps offer local contact info for HOA's & business assoc. resources, not just CDOT & CH2MHill contact info - so people can get in touch with their local resources.

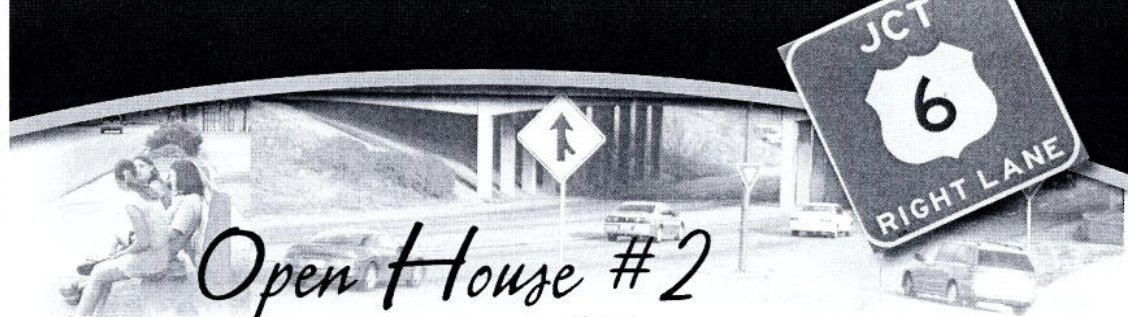


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<input checked="" type="checkbox"/>	Number of residences within 66 dBA (decibel) noise contour
<input type="checkbox"/>	Acres of wetlands and waters of the U.S. affected
<input type="checkbox"/>	Total cost of project
<input checked="" type="checkbox"/>	Right-of-way cost
<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input checked="" type="checkbox"/>	Maintenance of traffic during construction
<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth

High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
<input type="checkbox"/>	Width of travel lanes
<input type="checkbox"/>	Medians for vehicular and pedestrian safety
<input type="checkbox"/>	Sidewalks for pedestrian and bicycle safety
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input type="checkbox"/>	Medians for access control
<input type="checkbox"/>	Delay (time) vehicles experience at signalized intersections
<input type="checkbox"/>	Corridor travel time
<input checked="" type="checkbox"/>	Neighborhood traffic impacts
<input type="checkbox"/>	Local street access to/from Wadsworth
<input checked="" type="checkbox"/>	Number of businesses and residences that would require relocation
<input checked="" type="checkbox"/>	Number of properties that would be either partially or fully acquired
<input type="checkbox"/>	Acres of wetlands and waters of the U.S. affected
<input type="checkbox"/>	Number of historic properties and parks affected
<input type="checkbox"/>	Total cost of project
<input checked="" type="checkbox"/>	Right-of-way cost
<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input checked="" type="checkbox"/>	Construction duration
<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth



Open House #2 Comment Form

First Name: [redacted] Last Name: [redacted]
Address: [redacted] City: [redacted] Zip Code: [redacted]
Email Address: _____ Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

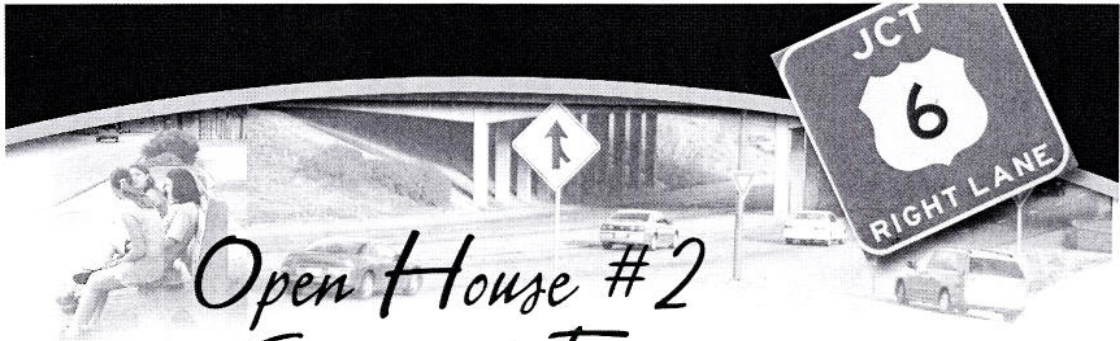
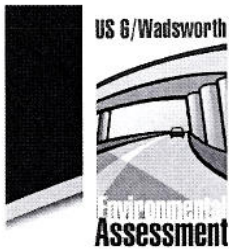
Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

subject: local street access to/from Wadsworth.
Access from this neighborhood (Eiber) to Wads. is good the way it is. No additional needs to be made, just keep the construction to 6th & Wads.

Do you have any additional comments?
Hurry!
Dangerous intersection!

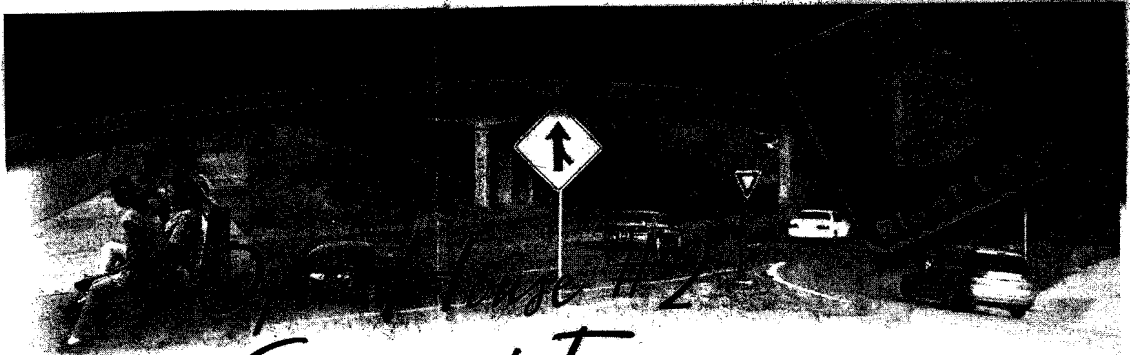


Open House #2 Comment Form

Please take a few minutes to read through the following list and check the criteria you feel are most important in evaluating the alternatives carried forward. **Please check a maximum of five criteria for the interchange alternatives, and a maximum of five criteria for the Wadsworth Boulevard alternatives.** This will help us understand the priorities of stakeholders as we conduct the Level 2 evaluation. Please contact a project team member if you have any questions.

High Priority? (check no more than five)	Interchange Alternatives Evaluation Criteria
<input checked="" type="checkbox"/>	Safe pedestrian and bicycle crossings at interchange
<input type="checkbox"/>	Design of ramp entrances
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input checked="" type="checkbox"/>	Number of weave sections (areas where vehicles must cross paths to enter or exit highway)
<input type="checkbox"/>	Congestion on interchange ramps
<input type="checkbox"/>	Spacing between ramp and frontage road intersections
<input type="checkbox"/>	Interchange capacity to accommodate highest volume movements
<input type="checkbox"/>	Local access to/from US 6
<input type="checkbox"/>	Effects to local business access, visibility, or parking
<input checked="" type="checkbox"/>	Number of businesses and residences that would require relocation
<input checked="" type="checkbox"/>	Number of properties that would be either partially or fully acquired
<input type="checkbox"/>	Number of residences within 66 dBA (decibel) noise contour
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<input type="checkbox"/>	Total cost of project
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<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input type="checkbox"/>	Maintenance of traffic during construction
<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth

High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
<input type="checkbox"/>	Width of travel lanes
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<input type="checkbox"/>	Medians for access control
<input type="checkbox"/>	Delay (time) vehicles experience at signalized intersections
<input type="checkbox"/>	Corridor travel time
<input type="checkbox"/>	Neighborhood traffic impacts
<input checked="" type="checkbox"/>	Local street access to/from Wadsworth <i>yes</i>
<input checked="" type="checkbox"/>	Number of businesses and residences that would require relocation
<input checked="" type="checkbox"/>	Number of properties that would be either partially or fully acquired
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Comment Form

First Name: [redacted] Last Name: [redacted]
 Address: [redacted] City: [redacted] Zip Code: [redacted]
 Email Address: _____ Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments?

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

① Wide bike-ped. paths are important, as are wide enough spaces between them + snow-throw "Storage" areas. Also, plow them + sweep them.
 ② Enhance slopes of Lake Wood Gulch, by cutting them back for a gentler cross profile, ③ adequate bridging, for larger floods + ④ for eventual trail construction along the gulch.



Comment Form

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High Priority? (check no more than five)	Interchange Alternatives Evaluation Criteria
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<input type="checkbox"/>	Congestion on interchange ramps
<input checked="" type="checkbox"/>	Spacing between ramp and frontage road intersections
<input checked="" type="checkbox"/>	Interchange capacity to accommodate highest volume movements
<input type="checkbox"/>	Local access to/from US 6
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<input type="checkbox"/>	Construction duration
<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth



Comment Form

First Name: [redacted] Last Name: [redacted]

Address: [redacted] City: [redacted] Zip Code: [redacted]

Email Address: ~~[redacted]~~ Yes, add me to the US 6/Wadsworth mailing list

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

I've tried twice but still don't receive notifications. Thank you

Comments?

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

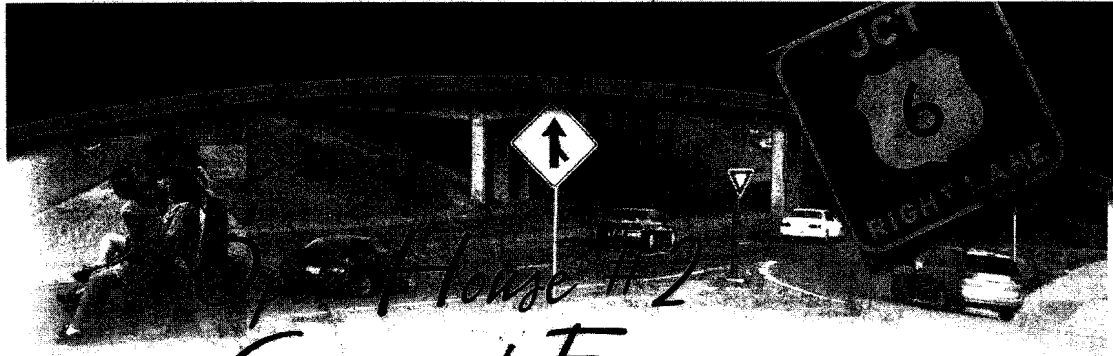
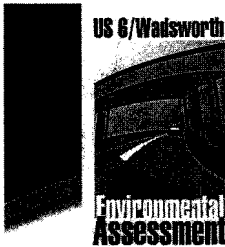
Comments?

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

As residents of the 600 block of Park Lane, we are most concerned that Broadview Drive not become part of - or an offshoot of - the frontage road north of US 6. Interchange Concept D hints at this but is unclear. Our area is purely residential and would be very badly devalued and very dangerous for the small children in the neighborhood if Broadview went through to Wadsworth.

Do you have any additional comments?

All concepts (B, C, D, E) show Broadview Drive as existing road going through to Wadsworth. This is not the case - it actually dead-ends. Please, be sure this is understood to begin with when considering new frontage road. We assume that would remain as such. We see no need for the frontage road to come farther north than it does now. Thank you!



Comment Form

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High Priority? (check no more than five)	Interchange Alternatives Evaluation Criteria
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<input type="checkbox"/>	Design of ramp entrances
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input checked="" type="checkbox"/>	Number of weave sections (areas where vehicles must cross paths to enter or exit highway)
<input type="checkbox"/>	Congestion on interchange ramps
<input type="checkbox"/>	Spacing between ramp and frontage road intersections
<input type="checkbox"/>	Interchange capacity to accommodate highest volume movements
<input type="checkbox"/>	Local access to/from US 6
<input type="checkbox"/>	Effects to local business access, visibility, or parking
<input checked="" type="checkbox"/>	Number of businesses and residences that would require relocation
<input checked="" type="checkbox"/>	Number of properties that would be either partially or fully acquired
<input checked="" type="checkbox"/>	Number of residences within 66 dBA (decibel) noise contour
<input type="checkbox"/>	Acres of wetlands and waters of the U.S. affected
<input type="checkbox"/>	Total cost of project
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<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
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High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
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<input type="checkbox"/>	Medians for access control
<input type="checkbox"/>	Delay (time) vehicles experience at signalized intersections
<input type="checkbox"/>	Corridor travel time
<input checked="" type="checkbox"/>	Neighborhood traffic impacts
<input checked="" type="checkbox"/>	Local street access to/from Wadsworth
<input type="checkbox"/>	Number of businesses and residences that would require relocation
<input checked="" type="checkbox"/>	Number of properties that would be either partially or fully acquired
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<input type="checkbox"/>	Number of historic properties and parks affected
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<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input checked="" type="checkbox"/>	Construction duration
<input type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth

Please include your contact info on all materials to public!



Comment Form

First Name: [redacted] Last Name: [redacted]
 Address: [redacted] City: [redacted] Zip Code: [redacted]
 Email Address: [redacted] Yes, add me to the US 6/Wadsworth mailing list if I'm not on it

Do you agree with the results of the Level 1 screening for the interchange concepts? Yes No

Comments? *(with exception)*

Many choices are carried forward. Big decisions are yet to come. When I started looking at these concepts I was concerned about local impacts + ped + cycle safety. Still am, but I now believe that overriding that is MOVING TRAFFIC, as there are no alternatives (N-S) in the area. But equally important is ped access + safety at the intersection - to do both, CDOT must provide another

Do you agree with the results of the Level 1 screening for the Wadsworth Boulevard concepts? Yes No

Comments?

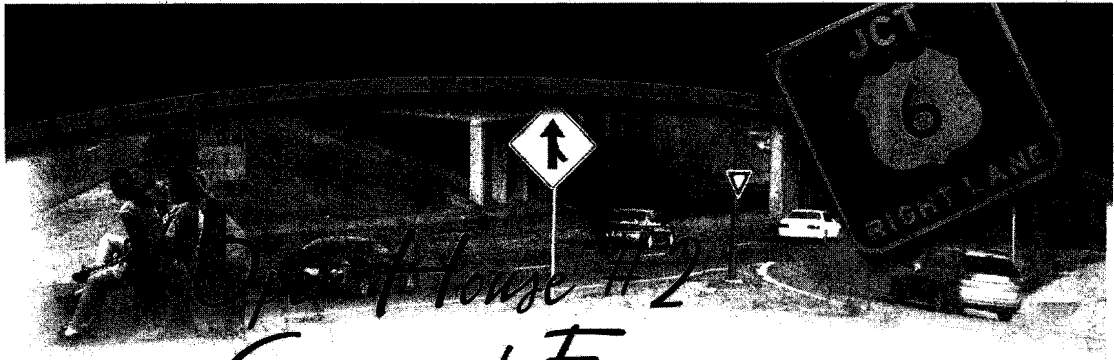
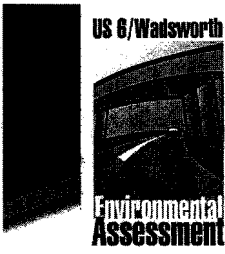
Proposed "future accommodation/providing" should include rapid bus or rail transit as a possibility.
 Alternative 8 is ok but does not include enough - there should be possibility for future left-turn lanes at some intersections, space at side edges for snow berms

Which criteria do you feel are most important in evaluating the design concepts carried forward? Please fill out the checklist on the back of this page, and provide any comments on the criteria in the space provided below.

Level for getting pedestrians across - underground. It can be done well. Alternatively it *(the interchange)* could go above, but should be enclosed due to weather considerations. Think for the future. Cycling paths should be established on NS collector streets parallel to Wads, but 1/4 or 1/2 mile to the east or west

Do you have any additional comments?

North of US 6 additional n-s-w is needed for integrating US 6 traffic + Wads traffic with light rail and should provide workable connections to each of these + to Colfax. Development in this area will be major.



Comment Form

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High Priority? (check no more than five)	Interchange Alternatives Evaluation Criteria
<input checked="" type="checkbox"/>	Safe pedestrian and bicycle crossings at interchange <i>Preferably via underground tunnels</i>
<input type="checkbox"/>	Design of ramp entrances
<input type="checkbox"/>	Number of design exceptions (variances from approved design standards)
<input checked="" type="checkbox"/>	Number of weave sections (areas where vehicles must cross paths to enter or exit highway)
<input type="checkbox"/>	Congestion on interchange ramps
<input type="checkbox"/>	Spacing between ramp and frontage road intersections
<input checked="" type="checkbox"/>	Interchange capacity to accommodate highest volume movements <i>/ped access underground</i>
<input type="checkbox"/>	Local access to/from US 6
<input type="checkbox"/>	Effects to local business access, visibility, or parking
<input type="checkbox"/>	Number of businesses and residences that would require relocation
<input type="checkbox"/>	Number of properties that would be either partially or fully acquired
<input type="checkbox"/>	Number of residences within 66 dBA (decibel) noise contour
<input type="checkbox"/>	Acres of wetlands and waters of the U.S. affected
<input type="checkbox"/>	Total cost of project
<input type="checkbox"/>	Right-of-way cost
<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input type="checkbox"/>	Maintenance of traffic during construction
<input checked="" type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth <i>or for transit</i>

High Priority? (check no more than five)	Wadsworth Boulevard Alternatives Evaluation Criteria
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<input type="checkbox"/>	Ability of emergency response providers to maintain or improve their response times
<input type="checkbox"/>	Construction duration
<input checked="" type="checkbox"/>	Ability to accommodate future widening of US 6 or Wadsworth <i>Ability to accommodate future transit</i>