

US 6/Wadsworth



Environmental  
Assessment

# Open House #3 Summary Report

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

May 2008

**CH2MHILL**





## Open House #3 Summary Report

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# Open House #3 Summary Report

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# Acronyms and Abbreviations

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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 #3 Summary Report

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### 1.0 Introduction

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The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) are conducting an Environmental Assessment (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, which included an Open House and numerous small group meetings, was conducted between May and August 2007. A second Open House was held on February 12, 2008, and during this meeting, the process and results of the Level 1 screening of design concepts was discussed.

Since the end of the Open House #2, CDOT has:

- Conducted a Level 2 evaluation of the interchange and Wadsworth Boulevard design concepts;
- Identified a Preferred Alternative; and
- Made preliminary estimates of environmental, transportation, and property impacts that could result from each of the design concepts.

CDOT held Open House #3 on April 29, 2008 and May 21, 2008 to present information developed since Open House #2.

This Open House #3 Summary Report summarizes the notification methods and comments received at Open House #3 conducted in support of the US 6/Wadsworth Boulevard EA.



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## Open House #3 Summary Report

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### 2.0 Notification of Open House #3

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Multiple methods of communication were used to notify the public of Open House #3: newsletters; a press release; advertisements in local newspapers; flyers posted in schools, churches, and other public locations; and notifications in other media. This section describes the meeting notification and outreach process in greater detail.

#### 2.1 Newsletters

The April 2008 newsletter was mailed on April 9, 2008, to the project mailing list. A large number of newsletters were not delivered due to problems with printing and distribution. The newsletter was sent to the mailing list again on May 8, 2008 with an invitation to a second open house on May 21, 2008, for citizens who were unaware of the original meeting. The newsletter consisted of four pages of text explaining the project, progress to date, and alternatives development and screening process, and invited citizens to the upcoming open house.

The mailing list consisted of approximately 800 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. Approximately 40 members of the mailing list provided email addresses in prior correspondence and received the newsletter via email rather than the U. S. Postal Service. The newsletter was produced in two versions, English and Spanish. Both versions were mailed to the entire 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 Open House #3 ran in the *Lakewood Sentinel* weekly newspaper on April 17, 2008 and April 24, 2008, and in the *Denver Post* on April 29, 2008. See Appendix A for a copy of the advertisement.



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### 2.4 Flyers

A public notice flyer was developed and mailed to the churches listed in Exhibit 1 on April 17, 2008. The public notice flyers were hand delivered to the Lakewood Community locations, listed in Exhibit 1, on April 21, 2008 to advertise Open House #3. See Appendix A for a copy of the flyer.

#### EXHIBIT 1

#### Locations for Flyers Advertising Open House #3

Category	Location
Churches (mailed)	Bethel Christian Fellowship
	Calvary Baptist Church
	Child Evangelism Fellowship Greater Denver Chapter
	Christ Chapel of the Rockies
	Church of Christ at Jay Street
	Church of Christ Scientist
	First Baptist Church of Lakewood
	First Presbyterian Church of Lakewood
	Grace Fellowship of Lakewood
	Lakewood Church of the Nazarene
	Lakewood United Church of Christ
	Lakewood United Methodist Church
	Light and Life Community Church
	Mountair Christian Church
	New Life Center
	Rock Creek Church
	Seventh Day Baptist Church of Denver
St. Bernadette Catholic Church	
St. Paul's Episcopal Church	
St. Paul's Lutheran Church	
Lakewood Community Locations (hand delivered)	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





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### 2.5 Other Notification Media

Three other notification methods were used to advertise Open House #3: television, Web sites, and neighborhood groups.

#### 2.1.1 Television

Notice of the meeting ran on the City of Lakewood Public Access Television Channel 8.

#### 2.1.2 Web sites

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](http://www.US6Wadsworth.com), which is linked to the main CDOT website.

Several local neighborhood and business groups also advertised the meeting on their group Web sites: Alameda Gateway Community Association, Mid Lakewood Civic Association, Morse Park Neighborhood Association, and MyLakewood.com, a site devoted to supporting local businesses in Lakewood.

#### 2.1.3 Neighborhood Groups

Open House #3 was advertised in newsletters and at monthly meetings for several neighborhood groups. The meeting was advertised in the O'Kane Park and Eiber Neighborhood Association newsletters. Project staff gave presentations about the US 6/Wadsworth study to the following groups, and announced Open House #3 during those presentations: Eiber Neighborhood Association, Two Creeks Neighborhood Organization, and West Alameda Kiwanis Club.



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### 3.0 Open House #3

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This section summarizes the venue for Open House #3 and presents the meeting format and materials used for exhibits and handouts to the public.

#### 3.1 Location and Attendance

Open House #3 was held at the Lakewood Cultural Center in Lakewood, Colorado, on Tuesday, April 29, 2008, from 4:00 to 8:00 p.m. and on Wednesday May 21, 2008 from 5:00 to 7:00 p.m. The meetings were attended by members of the public, City of Lakewood staff, CDOT representatives, local business owners, property owners, and members of the Lakewood City Council and Planning Commission. Approximately 91 people, not including CDOT, the consultant, or Lakewood staff, attended the April 29<sup>th</sup> meeting, and approximately 36 people attended the May 21<sup>st</sup> meeting. Appendix B includes a copy of the meeting rosters, listing the attendees at both meetings.

#### 3.2 Meeting Format and Content

Open House #3 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. Both verbal and written comments were received by staff during the open house portion of the meeting, and a comment box was provided to collect written comment forms. Public comments received by CDOT during the Open House are summarized in Section 4.0 of this report.

A power point presentation was given at 5:00 p.m. on April 29 and 6:00 p.m. on May 21. The same presentation was presented at both meetings.. Appendix C includes a copy of the Open House #3 meeting presentation. Meeting minutes for the April 29<sup>th</sup> and May 21<sup>st</sup> meetings are provided in Appendix D.



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A Spanish translator was available, but no Spanish-only speakers were present at either meeting. An unsupervised children's area was available, and one family took advantage of this service during the April 29, 2008 meeting. No one took advantage of this service during the May 21, 2008 meeting.

### 3.3 Display Boards and Handouts

Display boards used at Open House #3 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 F for illustrations):

- Project purpose and need
- Key decision milestones
- Vicinity map
- Tight Diamond with Loop - Preferred Alternative
- Tight Diamond design concept
- Single Point Urban Interchange design concept
- Partial Cloverleaf design concept
- Interchange impact by design concept
- Lakewood vision for interchange aesthetics
- Lakewood vision for Wadsworth Boulevard aesthetics
- Wadsworth Boulevard Preferred Alternative, plan view
- Wadsworth Boulevard Preferred Alternative, cross section
- Historic properties
- Year 2007 existing traffic levels of service
- Year 2035 No Action traffic levels of service
- Level of service explanation board
- Year 2035 Action level of service on Wadsworth
- Year 2035 Action level of service at Interchange
- 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 G). Handouts provided information on the following topics:

- Agenda
- Project purpose and need
- EA process
- Noise information
- US 6/ Wadsworth frequently asked questions
- Level 2 evaluation, US 6/Wadsworth interchange



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- Level 2 evaluation, Wadsworth Boulevard
- Open House #3 comment form

Copies of the January 2008 and April 2008 newsletters were also available. Detailed Level 2 evaluation matrices for the interchange and Wadsworth Boulevard were available by request. Reference-only copies of Lakewood's *Wadsworth Boulevard Strategic Plan* and *Wadsworth Station Area Implementation Plan* were also available at the resources table.



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### 4.0 Open House #3 Comments

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Members of the public provided verbal comments through discussions with project staff during the meetings and through written comment forms submitted during and after the meetings. The sections below summarize the comments received at the meetings. Comments received verbally by project staff during Open House #3 are detailed in Section 4.1 below. Written comments are summarized in Section 4.2 below and included in their entirety in Appendix H.

#### 4.1 Summary of Verbal Comments

The topics receiving the most verbal comments at Open House #3 were access and traffic issues and frontage road operations. Other topics of interest included noise, pedestrian and bicycle access, interchange concepts, and drainage and water quality. In general, meeting attendees supported the identification of the Tight Diamond with Loop as the preferred alternative for the interchange and a six-lane section with raised median and detached sidewalk as the preferred alternative for Wadsworth Boulevard.

##### Access and Traffic Issues

- Close access to Highland Avenue from Wadsworth Boulevard.
- Preference for three-quarter access at Highland Drive with the U-turn option at 9th Avenue. Current configuration makes left turn from Highland Drive onto southbound Wadsworth nearly impossible; currently have to turn right first and then make a U-turn at 10th Avenue or drive to Sheridan Boulevard.
- Preference for full movement at the Highland Drive/Wadsworth Boulevard intersection. The U-turn option at 9th Avenue is not a safer option.
- Support access control along Wadsworth Boulevard and at the interchange.
- Support for adequate room for U-turns, especially at 9th Avenue.
- Allow for opportunities to safely make left turns along Wadsworth Boulevard, both north and south.
- Support for traffic calming within the neighborhood streets, such as speed bumps and policing speeds.



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### Frontage Road Operations

- Support for two-way frontage road on the northeast side of the interchange to provide access to the tennis courts and the school closer to Sheridan.
- Do not connect Broadview Drive to the frontage road; prefer the dead end.
- Realign the northwest frontage road to follow the drainage way and tie into 8th Avenue then tie into Wadsworth Boulevard.
- Consider a different configuration of frontage roads, including dead end or even eliminating Broadview Drive.
- Move frontage road and ramp closer to the freeway to avoid property acquisition in the northeast quadrant.

### Noise

- There is concern that changes in the interchange might affect the ability of the noise walls to mitigate noise in the southwest quadrant.
- There is concern about a decrease in property values for properties affected by noise.
- Noise may extend farther into the neighborhoods if walls are put up next to US 6.
- Put noise barriers west of the interchange all the way to Garrison Street.

### Pedestrian and Bicycle Access

- Provide pedestrian crossing at drainage underpass at 8th Avenue.
- Continue and/or expand trail opportunities in the northwest quadrant of the interchange, as many neighbors like to walk along the drainage.
- Provide better pedestrian access.
- East/west crossings for pedestrians and bicyclists are important, as well as improvements to the multiuse trail north/south along Wadsworth Boulevard through the interchange.
- The existing pedestrian/bike crossings under US 6 are unsafe.
- Please encourage pedestrian activity; do not just accommodate it.

### Interchange Concepts

- Reconfigure southbound Wadsworth Boulevard to eastbound US 6 ramp to avoid property acquisition.
- Maintain the Carr Street exit from US 6.





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- Keep the slip ramps at Carr Street in the southwest and northwest quadrants.

### Drainage and Water Quality

- Support for drainage improvements to improve floodplain conditions.
- What are sand filter water quality features, and where are examples located in Lakewood?
- Consider fixing the drainage problems of McIntyre Gulch beyond what is needed for the bridge.
- Stabilize McIntyre Gulch
- Improve drainage along with the roadway improvements
- Reduce 100-year flood plain.

### Miscellaneous

- Currently, there is a homeless population living in the South Lakewood Gulch drainage.
- Concern about attracting homeless people to the improved drainage area, needing better visibility and police access to monitor.
- The McDonald's on Wadsworth Boulevard is an important community resource.
- Consider adding bus pullouts so that automobiles are not caught behind buses, especially as RTD increases bus service along Wadsworth Boulevard.
- Improved Wadsworth Boulevard mobility should reduce neighborhood and driveway cut-through traffic.
- Public meetings have not been inclusive enough, and people have not been informed.
- When will CDOT begin contacting property owners individually to discuss impacts and the right-of-way acquisition process?
- Consider moving or removing the 10th Avenue bus pull-out west of Wadsworth Boulevard so that the Eiber neighborhood sign located in the median can be improved.
- On the display board presenting Lakewood's vision for the interchange, the gateway aesthetics presented are too expensive.
- The real congestion is further east on US 6 at Sheridan, Federal, and Interstate-25.



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## 4.2 Summary of Written Comments

Approximately 7 comment forms were handed in at the Open House #3 April 29, 2008 meeting. One additional comment form was mailed to the project team after the open house. Approximately 7 comment forms were handed in at the May 21, 2008 meeting. 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 support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange? Comments?
2. Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard? Comments?
3. Please provide 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 support the identification of the Tight Diamond Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?	11	0	3
2. Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?	12	0	3

Source: CH2M HILL, 2008.

There was one response that partially agreed and partially disagreed with the Preferred Alternative for the interchange. The reason for disagreeing is the following:

- Highland Drive should be closed to access from Wadsworth Boulevard.

There were no responses that disagreed with the Preferred Alternative for Wadsworth Boulevard.

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.



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### Access and Traffic

- Close Highland Drive at Wadsworth Boulevard
- Cut-through traffic will be hazardous to the children and elderly populations in the neighborhoods.
- Maintain the Garrison Street exit from US 6.
- Exiting the neighborhood from the east on Highland Drive and trying to make a left turn onto southbound Wadsworth Boulevard or a right turn onto northbound Wadsworth Boulevard is a near-death experience.
- Close access to Broadview Drive from proposed frontage road to avoid cut-through traffic through the neighborhood.
- U-turns at 9th Avenue should not be allowed unless a traffic light is installed.
- Cars exit the Carr Street on-ramp illegally.

### Pedestrian and Bicycle Access

- Provide opportunities for pedestrian and bicycle crossing between US 6 and 10th Avenue.
- Provide pedestrian refuge for crossing at 12th Avenue and other mid-block locations.
- Improve bicycle and pedestrian access underneath US 6 overpass.
- Work with RTD to ensure future transit plans considered.

### Miscellaneous

- Preference for improving Wadsworth Boulevard before US 6 interchange, if budgetary constraints exist.
- Landscaping in the proposed Wadsworth Boulevard median should remain low-growing so that visibility is not blocked by growth.
- A raised median will provide safety.
- Concerns about the right-of-way acquisition process.
- Concern about increasing noise levels along Wadsworth Boulevard as the number of travel lanes increase.

APPENDIX A

# Notices and Advertisements

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[www.dot.state.co.us](http://www.dot.state.co.us)

March 25, 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 has identified potential engineering design concepts that could meet the transportation needs at the interchange and along Wadsworth Boulevard. CDOT has not identified construction funding or a construction schedule at this time.

CDOT held the first public meeting in August 2007 to introduce the study and gather public input on the issues to be included in the study. A second public meeting was held in early February 2008 to present preliminary design concepts for the interchange and Wadsworth Boulevard. A third public meeting will be held in April to present refined design concepts for the interchange and Wadsworth Boulevard; preliminary estimates of environmental, transportation, and property impacts; results of an evaluation process that compares the refined design concepts against one another; and a recommendation for alternative(s) to be evaluated in the EA. The public meeting will be held as follows:

**WHEN:** April 29, 2008 from 4:00 p.m. to 8:00 p.m.

Open House with Informational Presentation at 5:00 p.m.

**WHERE:** Lakewood Cultural Center, 470 South Allison Parkway, Lakewood, Colorado

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

Members of the public are invited to attend this meeting to learn about the design concepts and preliminary estimates of impacts, provide input, and ask questions about the study.

For more information, please visit our website at [www.US6Wadsworth.com](http://www.US6Wadsworth.com) or call 303-573-5385 extension 205.

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## **US 6/WADSWORTH PUBLIC MEETING**

### **WHEN:**

Tuesday, April 29, 2008 from 4:00 to 8:00 p.m.  
Open house with informational presentation at 5:00 p.m.

### **WHERE:**

Lakewood Cultural Center  
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 design concepts for improvements; preliminary estimates of environmental, transportation, and property impacts; and recommendations for alternative(s) to be evaluated in the Environmental Assessment.

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

## **US 6/Wadsworth**



For more information:  
visit [www.US6Wadsworth.com](http://www.US6Wadsworth.com)



## US 6/Wadsworth



Join the Colorado Department of Transportation (CDOT) at our next public meeting for the US 6/Wadsworth Boulevard study. CDOT 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. No construction project or budget is identified at this time.

Members of the public are invited to the upcoming public meeting to learn about design concepts for the interchange and Wadsworth Boulevard; preliminary estimates of environmental, transportation, and property impacts; and recommendations for alternative(s) to be evaluated in the Environmental Assessment. CDOT would like to consider your input on the design concepts and recommendations.

# US 6/Wadsworth Public Meeting

Tuesday, April 29, 2008

Open house 4:00 to 8:00 pm

Informational presentation at 5:00 p.m.

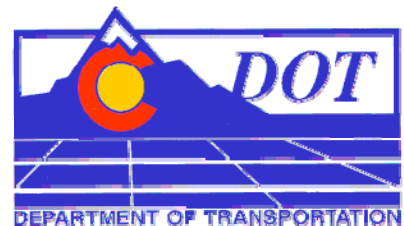
Lakewood Cultural Center

470 S. Allison Parkway, Lakewood

Children's activity area available (unsupervised)

For more information, visit [www.US6Wadsworth.com](http://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](mailto:claudio.vera@ch2m.com).*



APPENDIX B

## Open House #3 Roster

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# Sign-In Sheet

Meeting: Open House #3

Date: April 29, 2008

Location: City of Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
Marilyn Russell		<input checked="" type="checkbox"/>
Susan Purcell		<input type="checkbox"/>
JASON BANE		<input type="checkbox"/>
Charles Choi		<input type="checkbox"/>
David Wechman		<input checked="" type="checkbox"/>
Darryl Cameron		<input checked="" type="checkbox"/>
David Wisbey		<input checked="" type="checkbox"/>
Cherish Edwards		<input type="checkbox"/>
David Rittenburg		<input checked="" type="checkbox"/>
IRENE M. GREENBAUM		<input type="checkbox"/>
Glennys Fleming		<input type="checkbox"/>
Marylin Fossett		<input type="checkbox"/>
		<input type="checkbox"/>



# Sign-In Sheet

Meeting: Open House #3 Date: April 29, 2008

Location: City of Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
Mark Tompkins		
Paul Ditson		
Max Tyler		
Vicki Stack		
Joe Dunn		
DAVID ABBINK		
MARY BRECKENRIDGE		
Joel Jones		
Sara Fagan-Nagy		
Ed & Karla Umlauf		
George Brown IV		
PAUL WATERS		

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Meeting: Open House #3

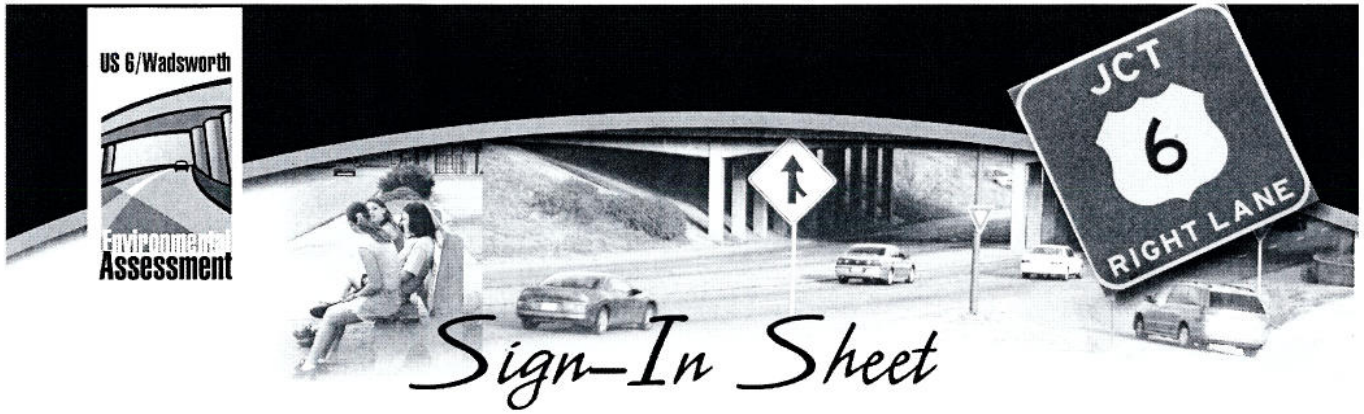
Date: April 29, 2008

Location: City of Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
Sam Riggs		<input checked="" type="checkbox"/>
Mary Bindner		<input type="checkbox"/>
Kane McNeill		<input checked="" type="checkbox"/> update
Dad Hagan		<input checked="" type="checkbox"/>
Rich Urbankowski		<input type="checkbox"/>
CESAR VIRAY		<input checked="" type="checkbox"/> on
Don Kietzsch		<input checked="" type="checkbox"/>
Meryl Pat Buviec		<input type="checkbox"/>
NEIL MONTAGNE		<input type="checkbox"/> NET
BOB MURPHY		<input type="checkbox"/>
Peter Koclanes		<input checked="" type="checkbox"/>
Keith Goates		<input type="checkbox"/>
		<input type="checkbox"/>



Meeting: Open House #3 Date: April 29, 2008

Location: City of Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list

Name	Address	Email	
J. K. [unclear]			<input type="checkbox"/>
Felicity Tompkins			<input type="checkbox"/>
Philip Rossi			<input type="checkbox"/>
Lynn A Yehle			<input type="checkbox"/>
Michelle Stone Kraus			<input checked="" type="checkbox"/>
Kathy Schmidt			<input checked="" type="checkbox"/>
Philip Schmidt			<input type="checkbox"/>
Ken + Jill Johnson			<input checked="" type="checkbox"/>
R.W. Ladman			<input checked="" type="checkbox"/>
Ron Teck			<input checked="" type="checkbox"/>
Randy Stette			<input type="checkbox"/>
Mark Talvitz			<input type="checkbox"/>
Mananneleby			<input checked="" type="checkbox"/>



Meeting: Open House #3

Date: April 29, 2008

Location: City of Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
Tyler Simpson		
GEORGE P. KOCLANES		
KAZZIA GREEN		
CDOT Patricia Hayes		
Brenda Barshi		
* KATRYA GUNDAW		
DENNIS PFITZER		
Dave Baskett		
Allen Albers		
Betty Bybee		
Ray Schoch		
Cathy Parsley		
KOWAL PARSLEY		

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NET



Meeting: Open House #3

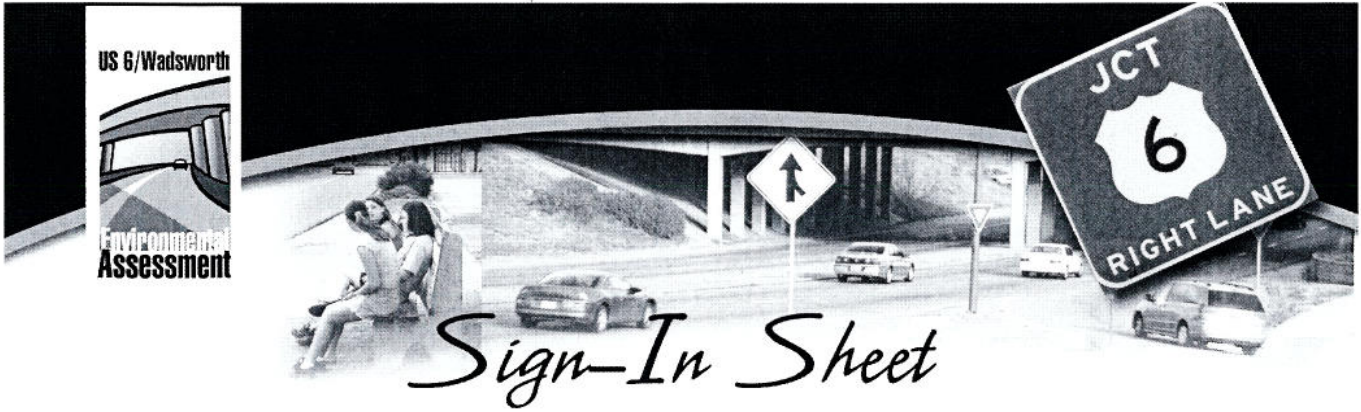
Date: April 29, 2008

Location: City of Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
SEYED KALANTAR CDOT-R6		<input type="checkbox"/>
NASHAT SAWAGED CDOT R6		<input type="checkbox"/>
Bill Hughes		<input type="checkbox"/>
JIM HASTOPOL		<input checked="" type="checkbox"/>
KEVIN CHARLES CDOT - R6		<input type="checkbox"/>
Elnor Vondas		<input checked="" type="checkbox"/>
Larel Sanderson Joan Sanderson		<input checked="" type="checkbox"/>
Anna Little		<input checked="" type="checkbox"/>
Doroxy Finoccaro		<input type="checkbox"/>
Brad Sorensen		<input checked="" type="checkbox"/>
Dick Wane		<input checked="" type="checkbox"/>
Dylan Stee		<input type="checkbox"/>
Gregg Horeler		<input checked="" type="checkbox"/>



# Sign-In Sheet

Meeting: Open House #3 Date: April 29, 2008

Location: City of Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list

Name	Address	Email	
Mark Leavitt			<input checked="" type="checkbox"/>
James Knoll			<input type="checkbox"/>
Edie Bryan			<input type="checkbox"/>
Tom Quinn			<input type="checkbox"/>
BERNA LO SASSO			<input checked="" type="checkbox"/>
Ellen Thompson			<input checked="" type="checkbox"/>
Kimberly Strotz			<input type="checkbox"/>
Kevin			<input type="checkbox"/>
CHRIS BROWN			<input checked="" type="checkbox"/>
Ken Avery			<input type="checkbox"/>
Adrian J. Lewis			<input type="checkbox"/>
			<input type="checkbox"/>
			<input type="checkbox"/>

US 6/Wadsworth



Assessment



# Sign-In Sheet



Meeting: Open House #3

Date: April 29, 2008

Location: City of Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
Barbara Cousins		
PETER WADSWORTH		
Fran Yehle		
Jim PAULMENO		
Ladawn Sperting		
Jim Bemelen		
Michael + Margaret Turner		
Andy LINTON		
Michael DAVIES		





# Sign-In Sheet

Meeting: Open House #3 (Make-up) Date: May 21, 2008

Location: City of Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list



Name	Address	Email
Susan Fitzgerald		
Buds Shirley		
Bob Bartee		
Kim Bernall		
Kelly Kramer		
MARIC VALENTE		
T. Jelliffe		
John Collins		
Venita Collins		
Andy Linton		
Palma Grant		
Charles Cheri		



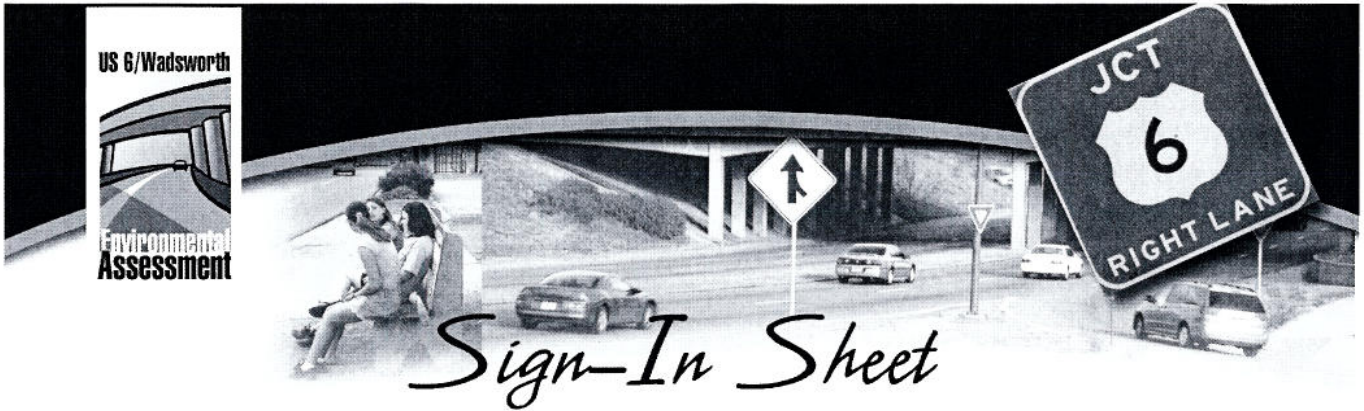
# Sign-In Sheet

Meeting: Open House #3 (Make-up) Date: May 21, 2008

Location: City of Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list ↓


Name	Address	Email	
FRANK LAMBERT			<input type="checkbox"/>
Susan Lambert			<input type="checkbox"/>
Jim Schroeder			<input type="checkbox"/>
Erin Anderson			<input checked="" type="checkbox"/>
Michael Turner			<input type="checkbox"/>
Margaret Turner			<input type="checkbox"/>
Tom MURRAY			<input type="checkbox"/>
Adam Paul			<input type="checkbox"/>
Rosa Fitzgerald			<input type="checkbox"/>
Nathan Medvedofsky			<input type="checkbox"/>
Keiko medvedofsky			<input type="checkbox"/>
DENNIS PFITZER			<input checked="" type="checkbox"/>
Carrie Mesch			<input type="checkbox"/>
Tom Mesch			<input type="checkbox"/>



# Sign-In Sheet

Meeting: Open House #3 (Make-up) Date: May 21, 2008

Location: City of Lakewood Cultural Center, Lakewood

Check here to be added to the project mailing list 

Name	Address	Email	
Gwyn Green			<input type="checkbox"/>
Eric White			<input checked="" type="checkbox"/>
Carol Clark			<input type="checkbox"/>
* Thomas J. Infantino CPA			<input type="checkbox"/>
Kimmie R. Adams			<input checked="" type="checkbox"/>
Recki Vincent			<input type="checkbox"/>
Cindy Perunog			<input checked="" type="checkbox"/>
Manonne Leiby			<input type="checkbox"/>
Sheelky			<input type="checkbox"/>
			<input type="checkbox"/>
	<input type="checkbox"/>		
	<input type="checkbox"/>		
	<input type="checkbox"/>		

APPENDIX C

## Open House #3 Meeting Presentation

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## US 6 and Wadsworth Boulevard Environmental Assessment Open House #3

April 29, 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
- Level 2 evaluation of design concepts
- Preferred Alternative for the US 6 interchange
- Preferred Alternative for Wadsworth Boulevard



## Meeting Format

- Presentation
- Open house information stations
- Reference materials
- Tonight's goals:
  - Provide information about interchange and Wadsworth preferred alternatives
  - Provide preliminary estimates of property, transportation, and environmental impacts
  - Collect input on interchange and Wadsworth preferred alternatives





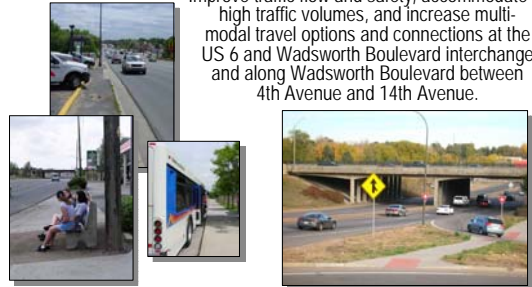
## NEPA Process Schedule

- 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)



## 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.



## Key Issues Heard During February 2008 Open House

- Access control on Wadsworth
- Accommodation of future transit on Wadsworth
- Continued public outreach
- Entrance and exit ramps at Carr Street
- Neighborhood traffic impacts
- Noise at residences along US 6
- Property acquisition or relocations
- Safe accommodation of pedestrians and bicyclists
- Speed limit on US 6
- Support for improvements at the interchange and on Wadsworth
- Traffic signal timing on Wadsworth



## Alternatives Development

- Design concepts identified from past experience and stakeholder input
- Separate concepts for the interchange and Wadsworth Boulevard
- Criteria developed for two levels of evaluation
  - Level 1 fatal flaw screening
  - Level 2 evaluation





## Level 2 Evaluation Criteria

- **Safety/Design**
  - Accommodate safer bicycle and pedestrian travel?
  - Improve ramp entrance design?
- **Mobility/Traffic Operations**
  - Improve weaving/merging conditions?
  - Meet current and future traffic needs?
  - Maintain or improve travel time on Wadsworth?
  - Improve spacing from frontage roads?
- **Local Impacts**
  - Effects on access to residences and businesses?
- **Environmental Impacts**
  - Number of properties affected?
  - Significant impacts that cannot be mitigated?
- **Cost Feasibility**
  - Constructed within 125 percent of projected funding?
- **Implementation**
  - Ease of construction staging?
  - Able to accommodate future expansion?



## Level 2 Conceptual Design

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



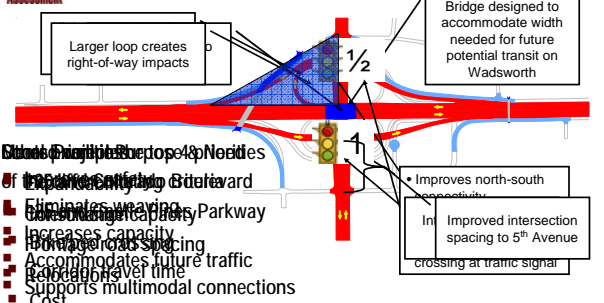
## Interchange Preferred Alternative

- Tight Diamond
- ➔ ▪ **Tight Diamond with Loop**
- Single Point Urban Interchange
- Partial Cloverleaf

**Recommended for Evaluation in EA**



## Tight Diamond with Loop – Preferred Alternative





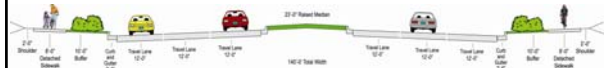
## Tight Diamond with Loop Mitigation Opportunities

- Retaining walls
- Frontage road concepts
- Drainage and water quality features
- Noise mitigation
- Bicycle and pedestrian crossings
- Geometric design changes



## Wadsworth Boulevard Preferred Alternative

- Six travel lanes
- Raised median
- Sidewalks



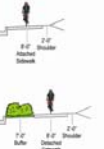
## Wadsworth Boulevard Mitigation Opportunities

- Vary width of side-of-road landscape buffer
- Narrower lane widths
- Narrower median
- Shift alignment

Side-of-Road Options

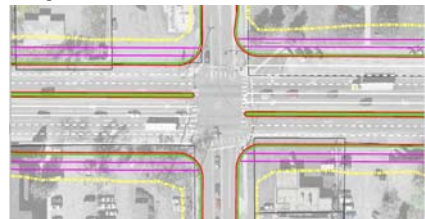


Side-of-Road Options



## Design Features and Impacts

- Preliminary impact estimates do not include mitigation







## Next Steps

- Combined US 6 interchange and Wadsworth Boulevard preferred alternative design
- Mitigation
  - Noise mitigation
  - Water quality treatment features (e.g., ponds)
  - Avoid or minimize property impacts
- Meet with affected property owners



## Questions and Comments

- Talk with staff about design features and impacts
- Comment sheets available by the alternatives station
- Comments for this phase of the study would be most helpful in the next two weeks

Visit [www.US6Wadsworth.com](http://www.US6Wadsworth.com)



APPENDIX D

## Open House #3 Meeting Minutes

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



Purpose:	<b>Open House #3 - present Level 2 screening evaluation of the interchange and Wadsworth Boulevard design concepts, preferred alternative, and preliminary estimates of environmental, transportation, and property impacts</b>		
Day:	<b>Tuesday</b>	Date:	<b>April 29, 2008, 4:00 p.m.- 8:00 p.m.</b>

Location:	<b>Lakewood Cultural Center, 470 S. Allison Parkway, Lakewood</b>	
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**Participants:**

Attendee	Representing
See meeting roster in <i>US 6/Wadsworth Environmental Assessment Noise Assessment and Mitigation Meeting Summary Report</i>	Individuals interested in the project.
Aaron Swafford	CH2M HILL
Allen Albers	City of Lakewood
Alexis Moore	City of Lakewood
Candice Hein	CH2M HILL
Claudio Vera	CH2M HILL
Colleen Kirby Roberts	CH2M HILL
David Singer	CDOT R6
Fawn Friend	CH2M HILL
Jim Bemelen	CDOT R6
Kirk Webb	CDOT R6
Leela Rajasekar	CDOT R6
Mandy Whorton	CH2M HILL
Marcee Allen	CDOT R6
Mary McCannon	CDOT ROW
Nashat Sawaged	CDOT R6
Penny Clemons	CDOT ROW
Randy Furst	CDOT R6
Seyed Kalantar	CDOT R6
Tim Eversoll	CH2M HILL
Vanessa Henderson	CDOT EPB
Will Voss	CH2M HILL
Zeke Lynch	CH2M HILL

## Discussion Items

The purpose of this meeting was to present the Level 2 evaluation of the interchange and Wadsworth Boulevard design concepts, the Preferred Alternative, and the preliminary estimates of environmental, transportation, and property impacts that could result from each of the design concepts.

Approximately 91 people, not including CDOT, the consultant, or Lakewood staff, attended the meeting. Sign-in sheets for this meeting are included in the *US 6/Wadsworth Environmental Assessment Open House #3 Summary Report*.

The meeting was an open house format from 4:00 p.m. – 8:00 p.m., supplemented by a formal presentation given at 5:00 p.m. A Spanish translator was available, but no Spanish-only speakers were present at the meeting. An unsupervised children's area was available, and one family took advantage of this service.

For the Open House portion of the meeting, six 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; CDOT right-of-way procedures; and reference materials and handouts. CDOT and consultant staff was available at the stations and talked with meeting participants about the information provided. At four of the stations, display boards were used to illustrate aspects of the project. Reduced sized copies of the display boards are included in the *US6/Wadsworth Environmental Assessment Open House #3 Meeting Summary Report*.

For the formal presentation, Kirk Webb, CDOT Region 6 Environmental Manager, introduced the project and the participants and provided an overview of CDOT's mission and goals for the Environmental Assessment. Mandy Whorton, CH2M HILL Environmental Manager, presented information about the EA process and information about the alternatives development and screening process. Tim Eversoll, CH2M HILL Project Manager, presented information about the Level 2 evaluation criteria and conceptual design, the preferred alternatives for the interchange and Wadsworth Boulevard, and the opportunities for mitigation.

A copy of all written comments received is available in the *US 6/Wadsworth Environmental Assessment Open House #3 Meeting Summary Report*. The verbal comments received are presented below, categorized by topic.

### Access and Traffic Issues

- Close access to Highland Avenue from Wadsworth Boulevard.
- Preference for three-quarter access at Highland Drive with the U-turn option at 9th Avenue. Current configuration makes left turn from Highland Drive onto southbound Wadsworth nearly impossible; currently have to turn right first and then make a U-turn at 10th Avenue or drive to Sheridan Boulevard.
- Preference for full movement at the Highland Drive/Wadsworth Boulevard intersection. The U-turn option at 9th Avenue is not a safer option.
- Support access control along Wadsworth Boulevard and at the interchange.
- Support for adequate room for U-turns, especially at 9th Avenue.

- Allow for opportunities to safely make left turns along Wadsworth Boulevard, both north and south.
- Support for traffic calming within the neighborhood streets, such as speed bumps and policing speeds.

### Frontage Road Operations

- Realign the northwest frontage road to follow the drainage way and tie into 8th Avenue then tie into Wadsworth Boulevard.
- Consider a different configuration of frontage roads, including dead end or even eliminating Broadview Drive.
- Move frontage road and ramp closer to the freeway to avoid property acquisition in the northeast quadrant.

### Pedestrian and Bicycle Access

- Provide pedestrian crossing at drainage underpass at 8th Avenue.
- Continue and/or expand trail opportunities in the northwest quadrant of the interchange, as many neighbors like to walk along the drainage.
- Provide better pedestrian access.
- East/west crossings for pedestrians and bicyclists are important, as well as improvements to the multiuse trail north/south along Wadsworth Boulevard through the interchange.
- The existing pedestrian/bike crossings under US 6 are unsafe.
- Please encourage pedestrian activity; do not just accommodate it.

### Interchange Concepts

- Reconfigure southbound Wadsworth Boulevard to eastbound US 6 ramp to avoid property acquisition.
- Maintain the Carr Street exit from US 6.
- Keep the slip ramps at Carr Street in the southwest and northwest quadrants.

### DRAINAGE AND WATER QUALITY

- Support for drainage improvements to improve floodplain conditions.
- What are sand filter water quality features, and where are examples located in Lakewood?
- Consider fixing the drainage problems of McIntyre Gulch beyond what is needed for the bridge.
- Stabilize McIntyre Gulch
- Improve drainage along with the roadway improvements

- Reduce 100-year flood plain.

#### Miscellaneous

- Currently, there is a homeless population living in the South Lakewood Gulch drainage.
- Concern about attracting homeless people to the improved drainage area, needing better visibility and police access to monitor.
- The McDonald's on Wadsworth Boulevard is an important community resource.
- Consider adding bus pullouts so that automobiles are not caught behind buses, especially as RTD increases bus service along Wadsworth Boulevard.
- When will CDOT begin contacting property owners individually to discuss impacts and the right-of-way acquisition process?
- Consider moving or removing the 10th Avenue bus pull-out west of Wadsworth Boulevard so that the Eiber neighborhood sign located in the median can be improved.



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



Purpose:	<b>Make-Up Open House #3 - present Level 2 screening evaluation of the interchange and Wadsworth Boulevard design concepts, preferred alternative, and preliminary estimates of environmental, transportation, and property impacts</b>		
Day:	<b>Wednesday</b>	Date:	<b>May 21 2008, 5:00 p.m. - 7:00 p.m.</b>
Location:	<b>Lakewood Cultural Center, 470 S. Allison Parkway, Lakewood</b>		

**Participants:**

Attendee	Representing
See meeting roster in <i>US 6/Wadsworth Environmental Assessment Noise Assessment and Mitigation Meeting Summary Report</i>	Individuals interested in the project.
Aaron Swafford	CH2M HILL
Allen Albers	City of Lakewood
Alexis Moore	City of Lakewood
Cecilia Lazo	CH2M HILL
Colleen Kirby Roberts	CH2M HILL
David Singer	CDOT R6
Fawn Friend	CH2M HILL
Greg Jamieson	CDOT R6
Jim Bemelen	CDOT R6
Kirk Webb	CDOT R6
Mandy Whorton	CH2M HILL
Marcee Allen	CDOT R6
Nashat Sawaged	CDOT R6
Randy Furst	CDOT R6
Seyed Kalantar	CDOT R6
Shonna Sam	CH2M HILL
Tim Eversoll	CH2M HILL
Vanessa Henderson	CDOT EPB
Will Voss	CH2M HILL
Zeke Lynch	CH2M HILL

## Discussion Items

The purpose of this meeting was to present the Level 2 evaluation of the interchange and Wadsworth Boulevard design concepts, the Preferred Alternative, and the preliminary estimates of environmental, transportation, and property impacts that could result from each of the design concepts.

Approximately 36 people, not including CDOT, the consultant, or Lakewood staff, attended the meeting. Sign-in sheets for this meeting are included in the *US 6/Wadsworth Environmental Assessment Open House #3 Summary Report*.

The meeting was an open house format from 5:00 p.m. – 7:00 p.m., supplemented by a formal presentation given at 6:00 p.m. A Spanish translator was available, but no Spanish-only speakers were present at the meeting. An unsupervised children's area was available, but no one took advantage of this service.

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A copy of all written comments received is available in the *US 6/Wadsworth Environmental Assessment Open House #3 Meeting Summary Report*. The verbal comments received are presented below, categorized by topic.

### Frontage Road Operations

- Support for two-way frontage road on the northeast side of the interchange to provide access to the tennis courts and the school closer to Sheridan.
- Do not connect Broadview Drive to the frontage road; prefer the dead end.

### Noise

- There is concern that changes in the interchange might affect the ability of the noise walls to mitigate noise in the southwest quadrant.
- There is concern about a decrease in property values for properties affected by noise.
- Noise may extend farther into the neighborhoods if walls are put up next to US 6.



- Put noise barriers west of the interchange all the way to Garrison Street.

#### Miscellaneous

- Improved Wadsworth Boulevard mobility should reduce neighborhood and driveway cut-through traffic.
- Public meetings have not been inclusive enough, and people have not been informed.
- On the display board presenting Lakewood's vision for the interchange, the gateway aesthetics presented are too expensive.

APPENDIX E

# Open House #3 Display Boards

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# 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

US 6/Wadsworth

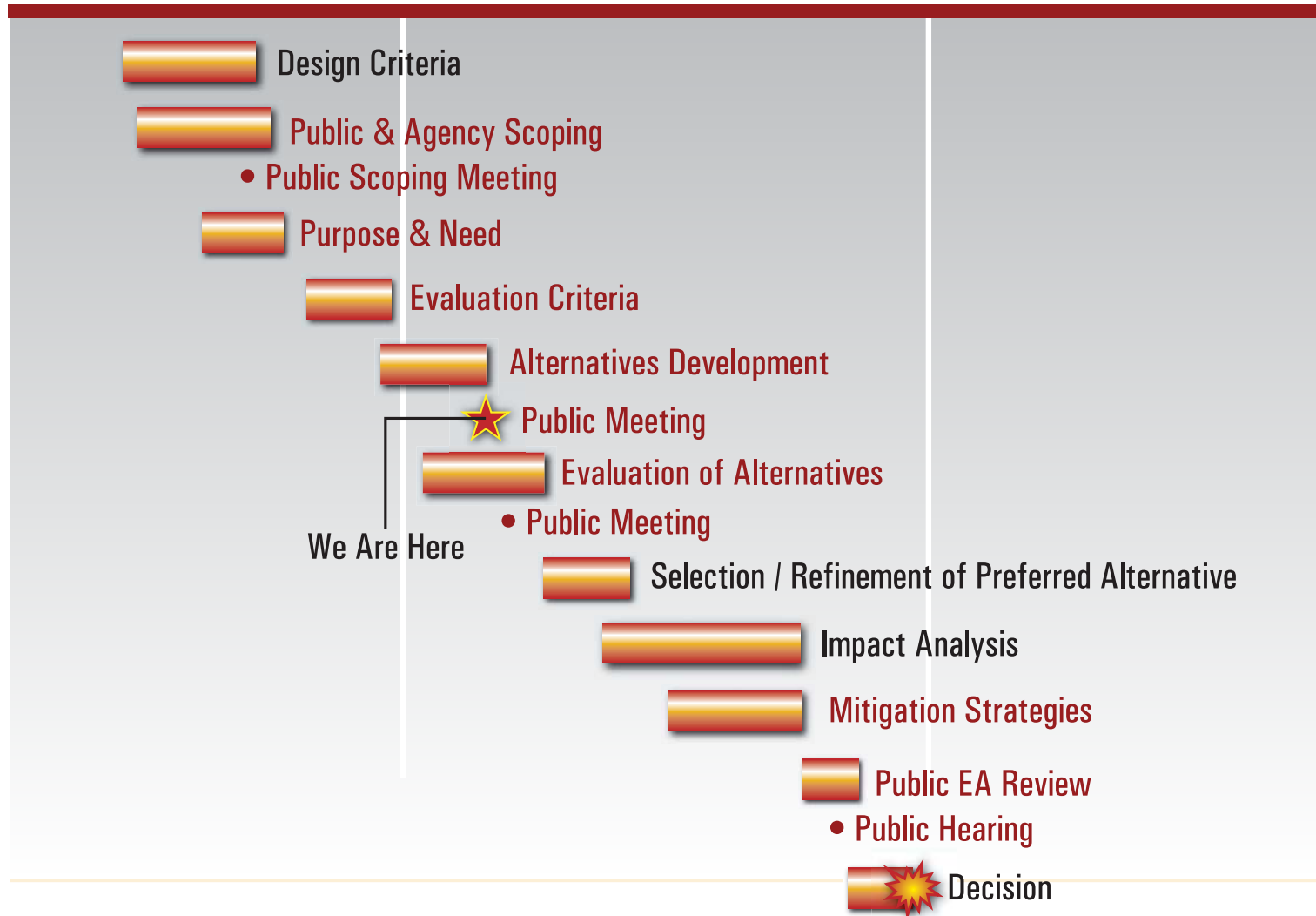


Environmental  
Assessment

# Key Decision Milestones

2007

2008

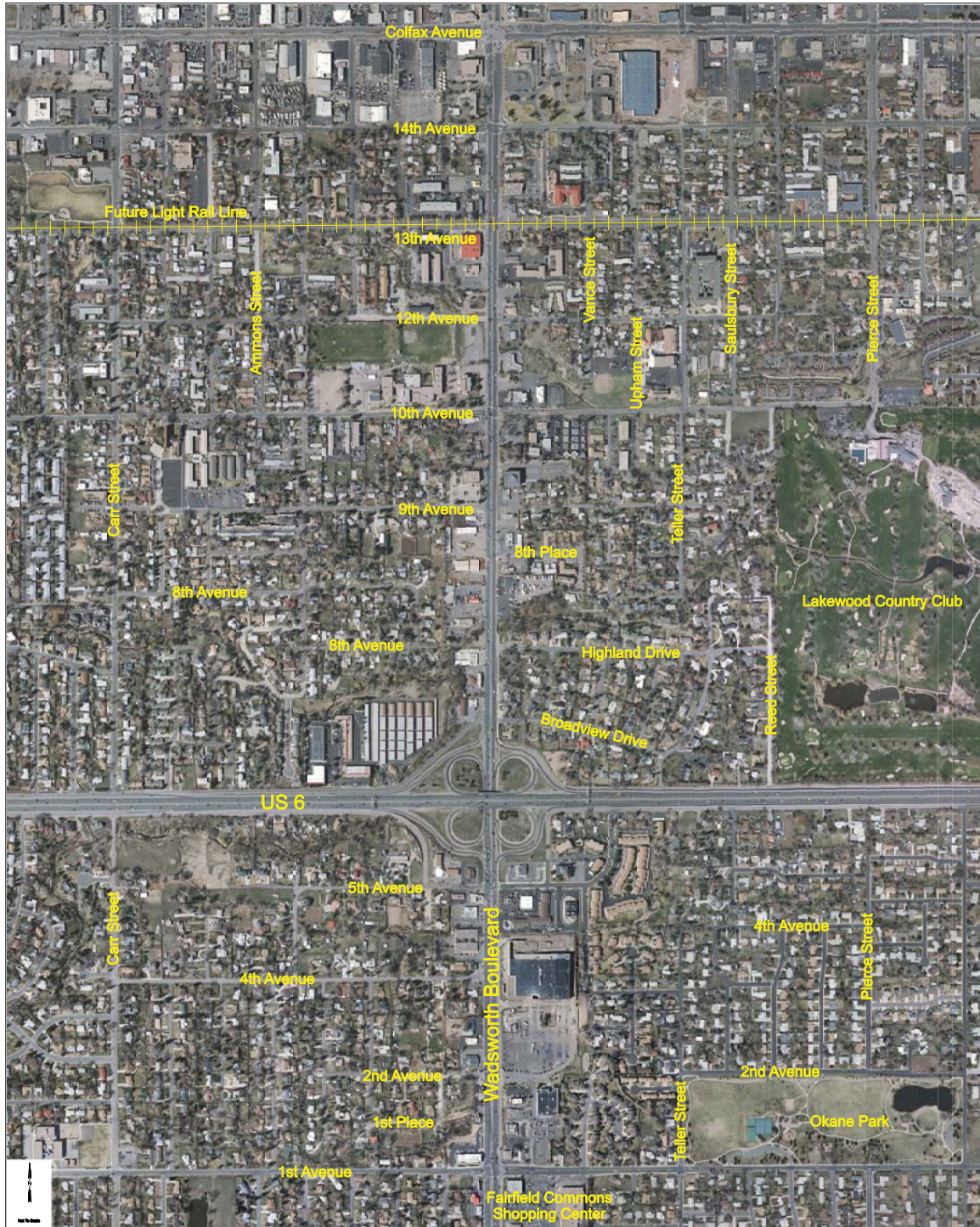


US 6/Wadsworth



Environmental  
Assessment

# Vicinity Map



US 6/Wadsworth

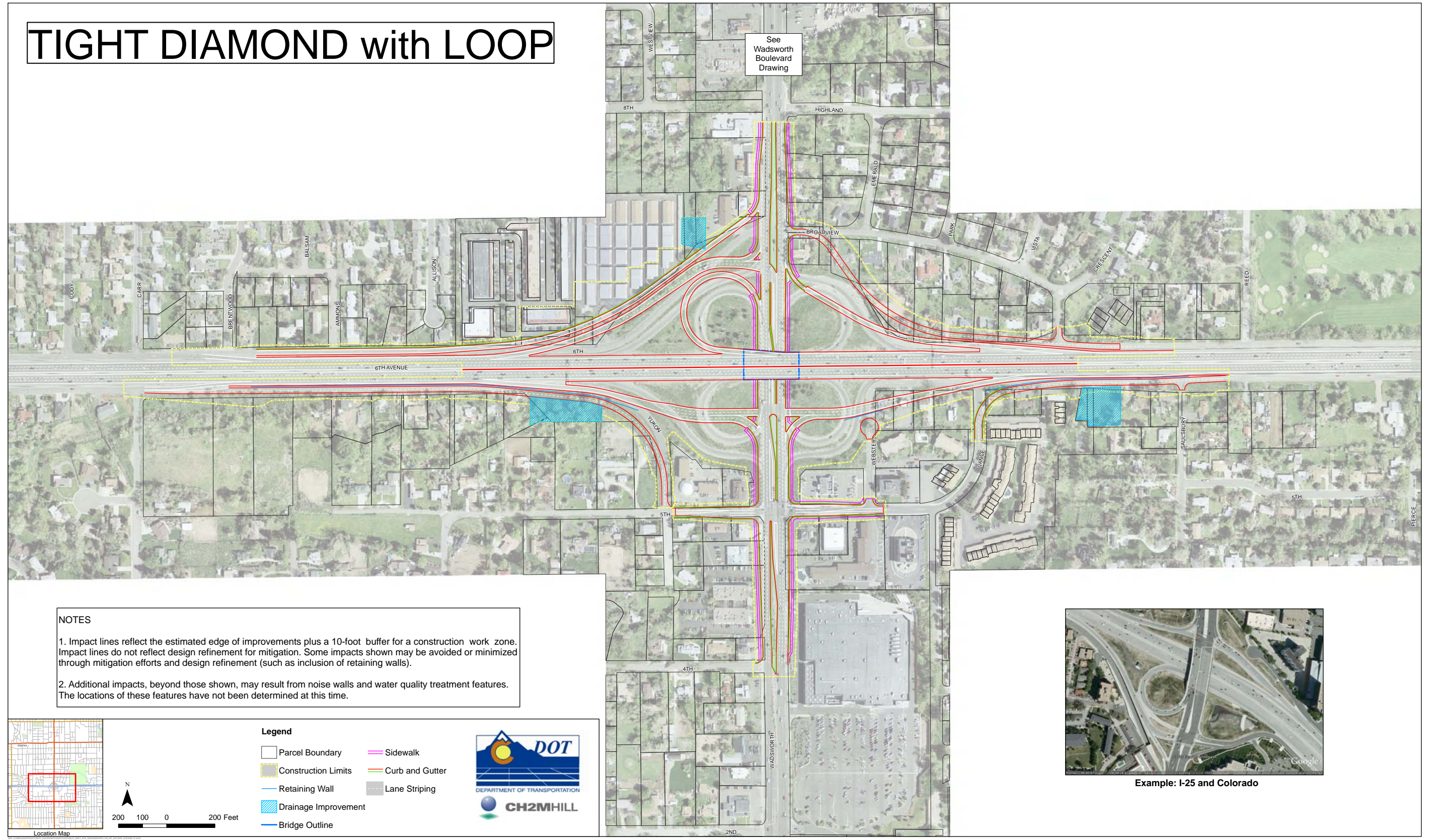


Environmental  
Assessment



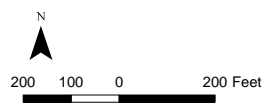
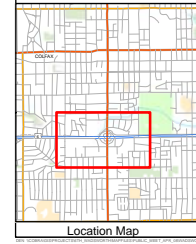
# TIGHT DIAMOND with LOOP

See Wadsworth Boulevard Drawing



**NOTES**

1. Impact lines reflect the estimated edge of improvements plus a 10-foot buffer for a construction work zone. Impact lines do not reflect design refinement for mitigation. Some impacts shown may be avoided or minimized through mitigation efforts and design refinement (such as inclusion of retaining walls).
2. Additional impacts, beyond those shown, may result from noise walls and water quality treatment features. The locations of these features have not been determined at this time.



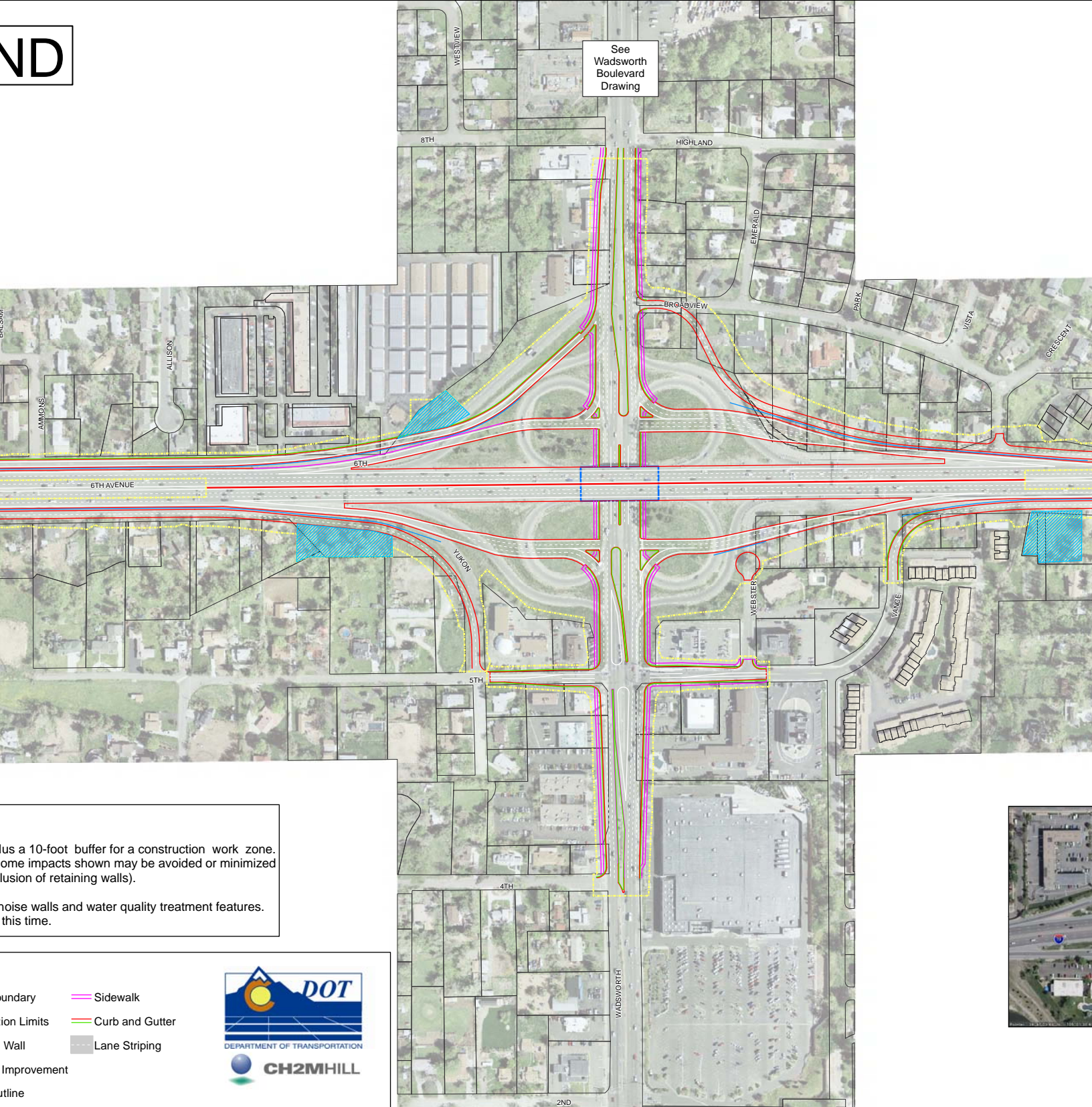
- Legend**
- Parcel Boundary
  - Construction Limits
  - Retaining Wall
  - Drainage Improvement
  - Bridge Outline
  - Sidewalk
  - Curb and Gutter
  - Lane Striping



Example: I-25 and Colorado

ND

See  
Wadsworth  
Boulevard  
Drawing



plus a 10-foot buffer for a construction work zone. Some impacts shown may be avoided or minimized (reduction of retaining walls).

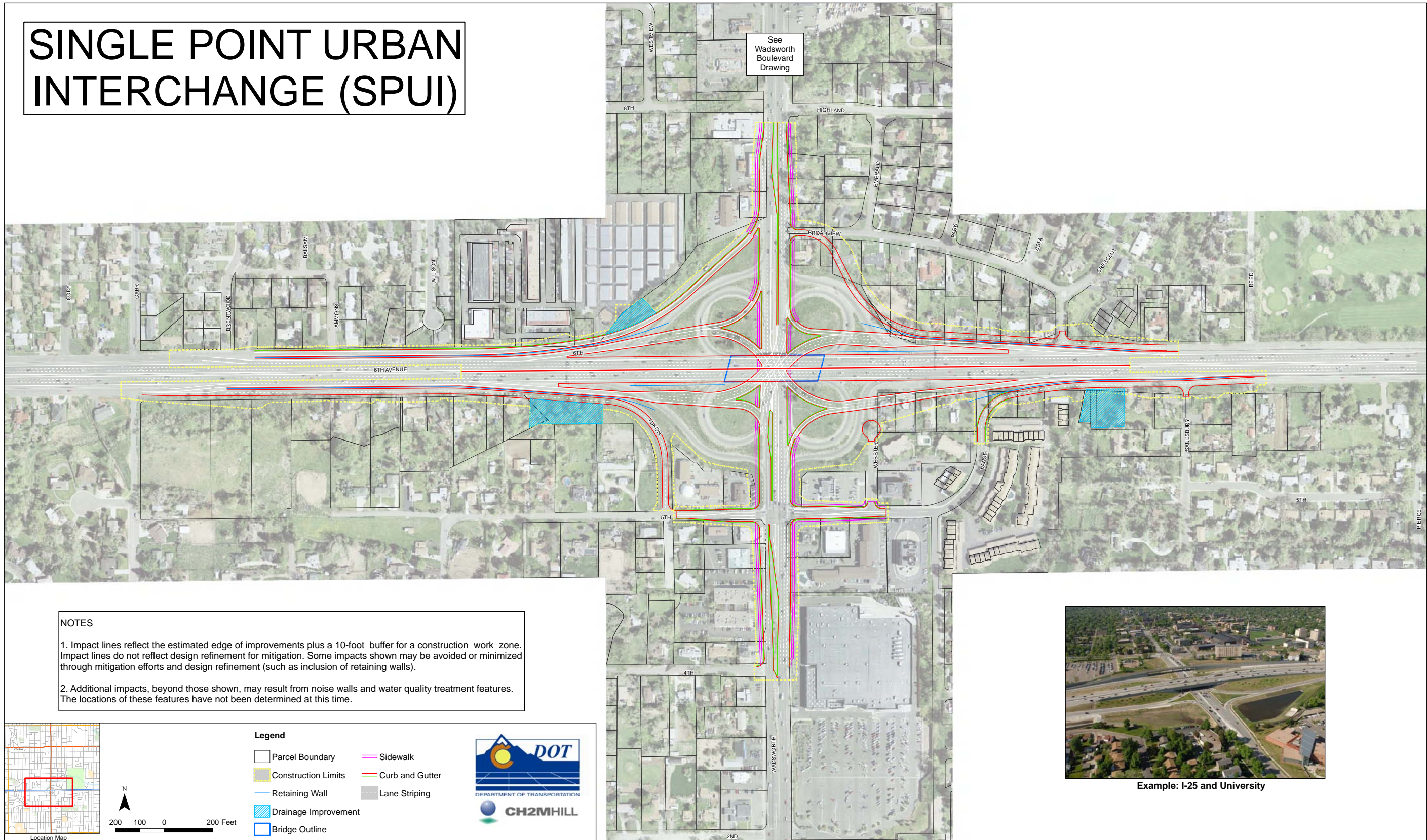
noise walls and water quality treatment features. at this time.

- Boundary
  - Construction Limits
  - Wall
  - Improvement
  - Outline
- Sidewalk
  - Curb and Gutter
  - Lane Striping



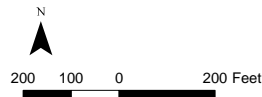
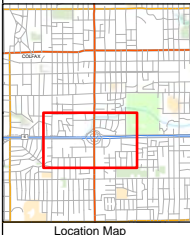
# SINGLE POINT URBAN INTERCHANGE (SPUI)

See Wadsworth Boulevard Drawing



**NOTES**

1. Impact lines reflect the estimated edge of improvements plus a 10-foot buffer for a construction work zone. Impact lines do not reflect design refinement for mitigation. Some impacts shown may be avoided or minimized through mitigation efforts and design refinement (such as inclusion of retaining walls).
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- Legend**
- Parcel Boundary
  - Construction Limits
  - Retaining Wall
  - Drainage Improvement
  - Bridge Outline
  - Sidewalk
  - Curb and Gutter
  - Lane Striping

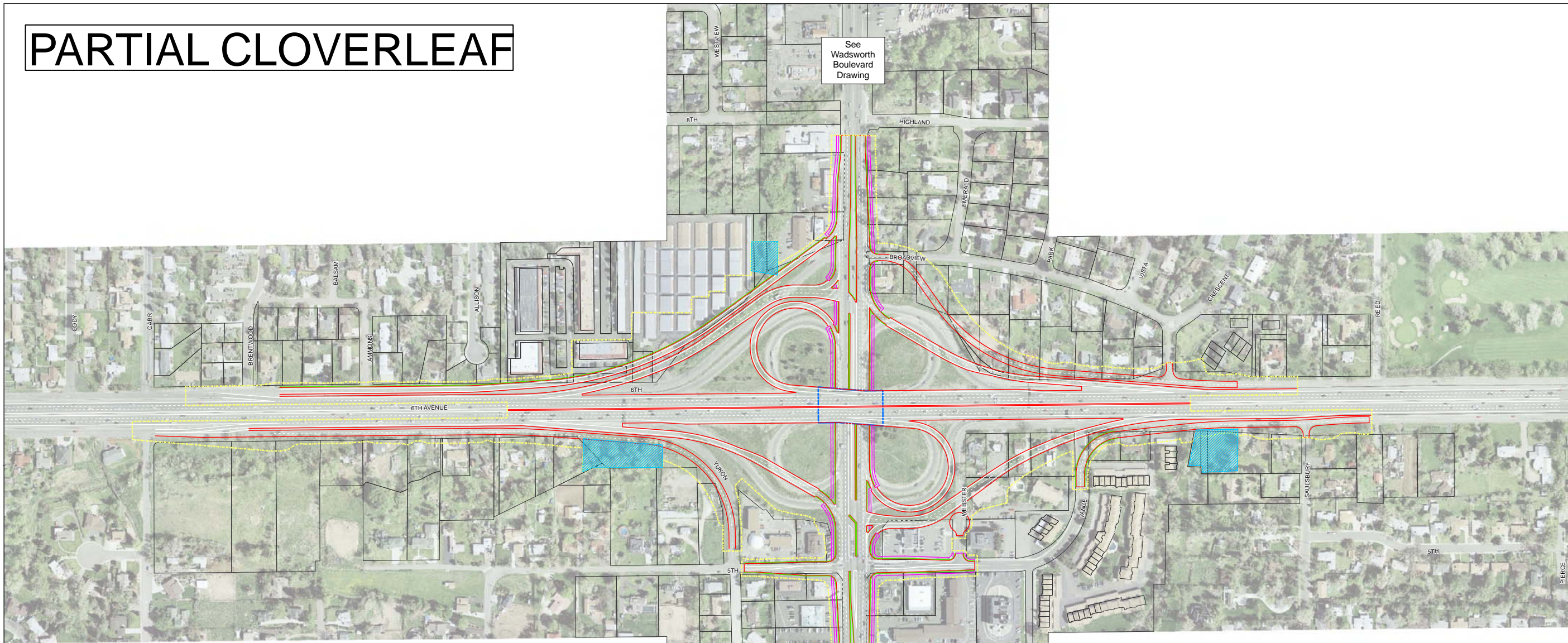


Example: I-25 and University



# PARTIAL CLOVERLEAF

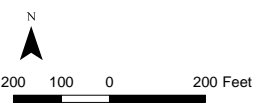
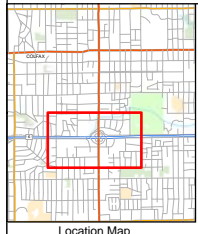
See Wadsworth Boulevard Drawing



**NOTES**

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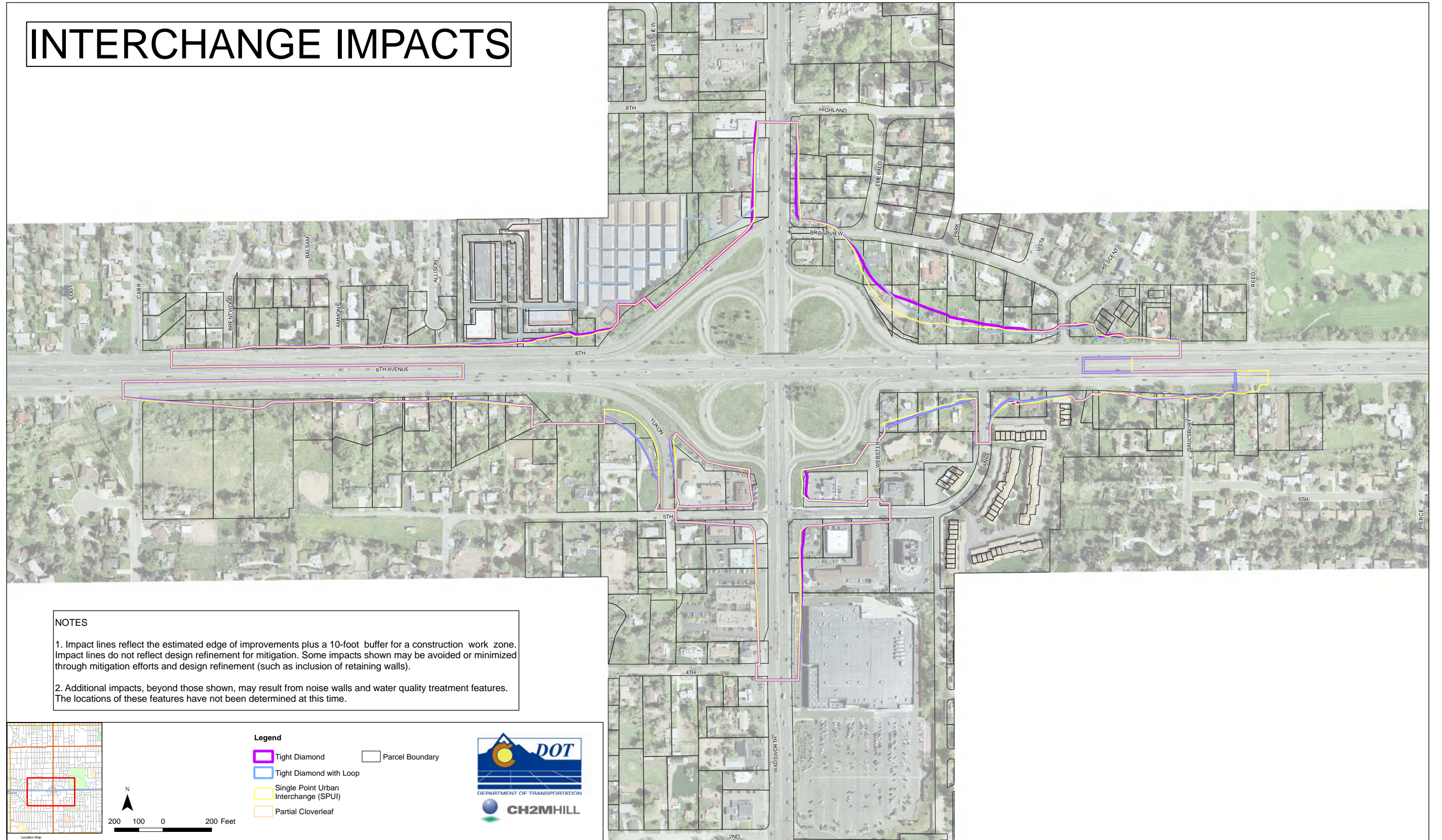
**Legend**

Parcel Boundary	Sidewalk
Construction Limits	Curb and Gutter
Retaining Wall	Lane Striping
Drainage Improvements	Bridge Outline



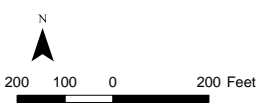
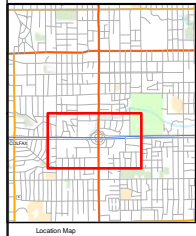
Example: US-36 and Federal

# INTERCHANGE IMPACTS



**NOTES**

1. Impact lines reflect the estimated edge of improvements plus a 10-foot buffer for a construction work zone. Impact lines do not reflect design refinement for mitigation. Some impacts shown may be avoided or minimized through mitigation efforts and design refinement (such as inclusion of retaining walls).
2. Additional impacts, beyond those shown, may result from noise walls and water quality treatment features. The locations of these features have not been determined at this time.



- Legend**
- Tight Diamond
  - Tight Diamond with Loop
  - Single Point Urban Interchange (SPUI)
  - Partial Cloverleaf
  - Parcel Boundary



# 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



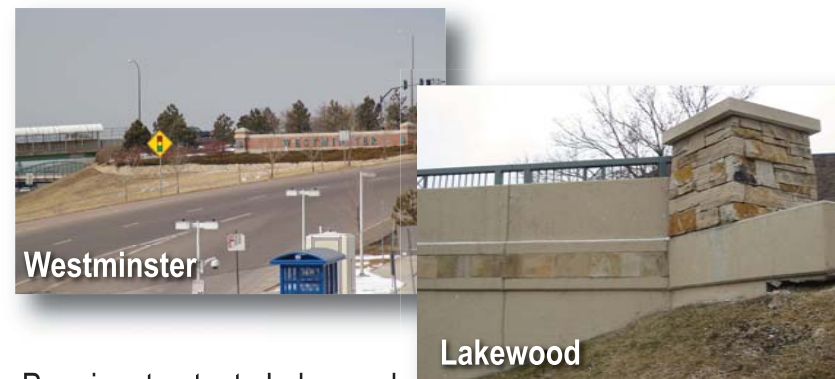
- Cohesive design
- Custom relief pattern/colors
- Natural appearance
- Stepped with landscaping if more than 6 feet in height

### 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



# Lakewood's Vision - Wadsworth Boulevard

## Attractive medians and roadway landscaping

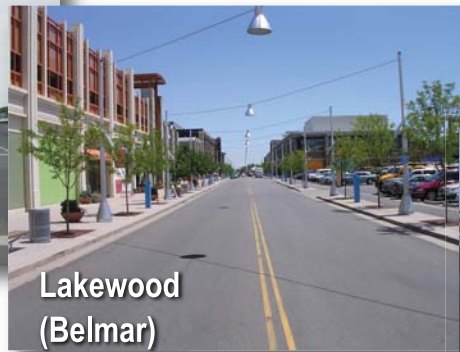
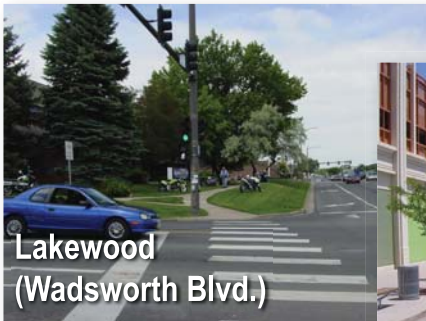
### Median Landscaping and Design



### 16-foot raised bed planter

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

### Side of the Road Landscaping



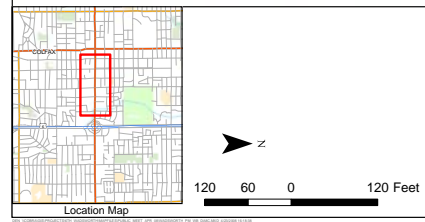
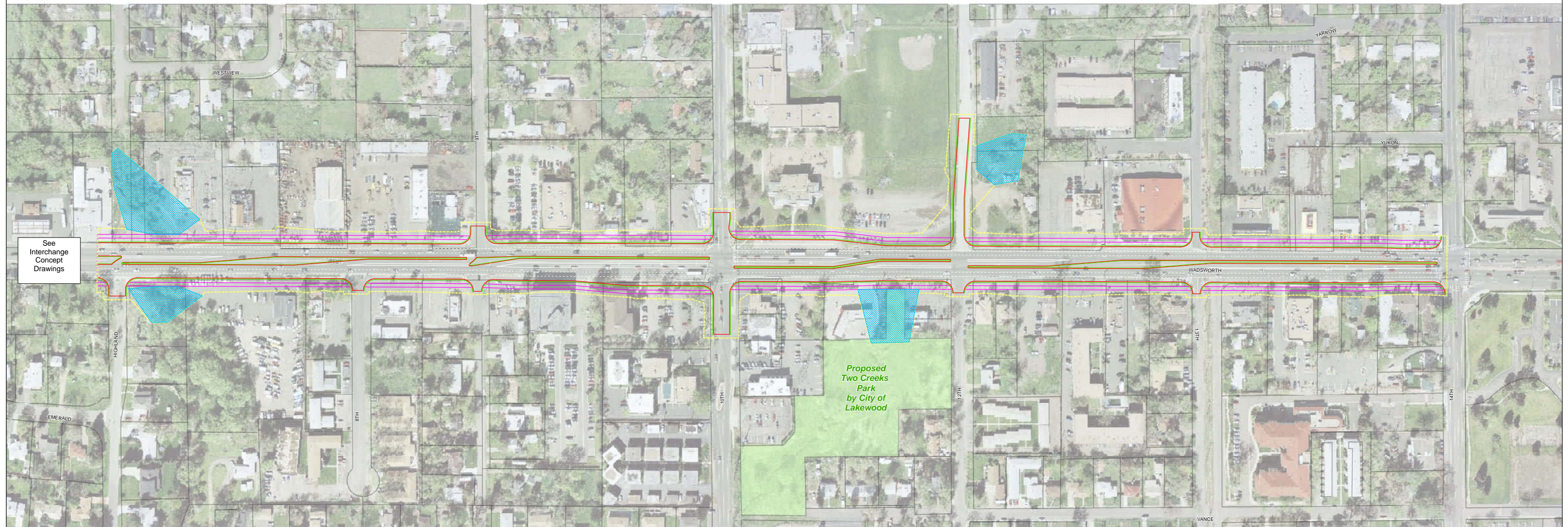
### Minimum 10-foot landscaped tree lawn

- Columnar trees
- Salt/chemical-tolerant ground cover

### Attractive bus shelters



# WADSWORTH BOULEVARD



**Legend**

Parcel Boundary	Sidewalk
Parks	Curb and Gutter
Drainage Improvement	Lane Striping
Construction Limits	

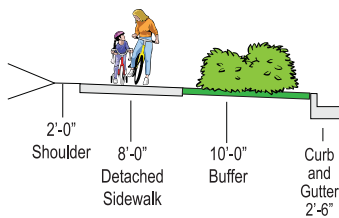
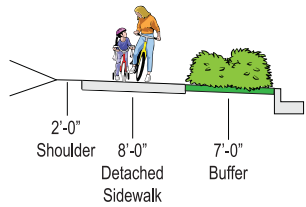
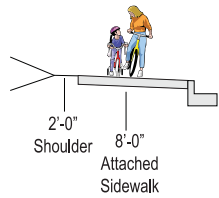


**NOTES**

1. Impact lines reflect the estimated edge of improvements plus a 10-foot buffer for a construction work zone. Impact lines do not reflect design refinement for mitigation. Some impacts shown may be avoided or minimized through mitigation efforts and design refinement (such as inclusion of retaining walls).
2. Additional impacts, beyond those shown, may result from water quality treatment features. The locations of these features have not been determined at this time.

# Wadsworth Boulevard Preferred Alternative Cross Section

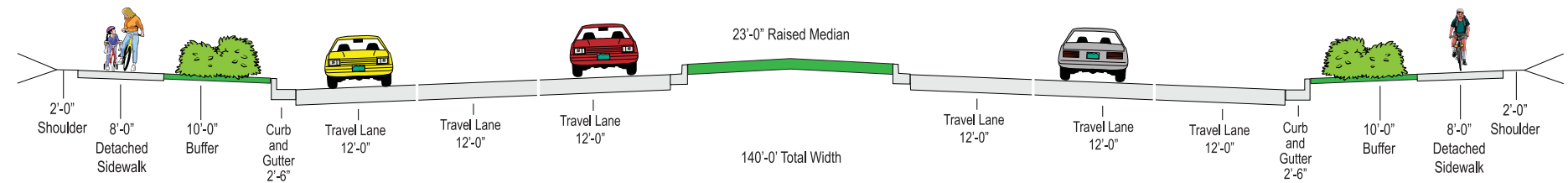
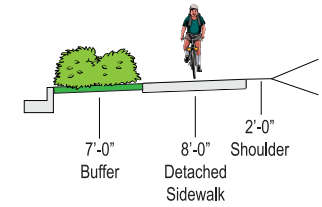
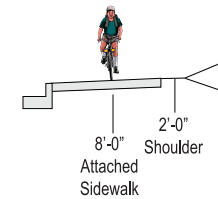
## Side-of-Road Options



## Other Mitigation Options

- 11'-0" travel lanes
- Alignment shifts
- 18'-0" median

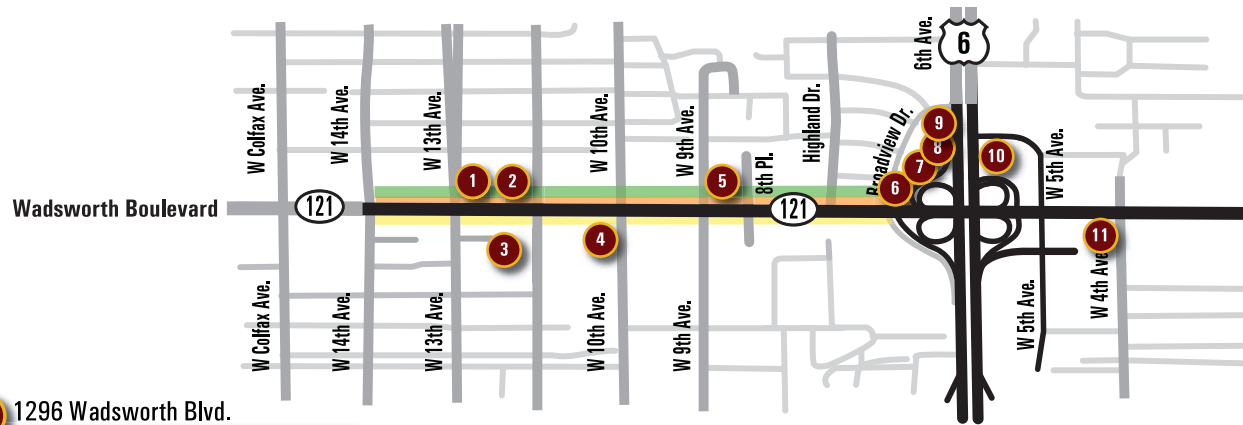
## Side-of-Road Options



US 6/Wadsworth



Environmental Assessment



1 1296 Wadsworth Blvd.



2 1230 Wadsworth Blvd.



3 1215 Wadsworth Blvd.



4 Jefferson County Open School District



5 7558 9th Avenue



6 700 Wadsworth Blvd.



7 7433 6th Ave./ Frontage Road



8 7395 W. 6th Ave./Frontage Road



9 7423 W. 6th Ave./Frontage Road



10 7400 6th Ave./Frontage Road



11 401 Wadsworth Blvd.



# Historic Properties

Section 106 of the National Historic Preservation Act of 1966 and Section 4(f) of the Department of Transportation Act of 1966 require FHWA and CDOT to consider and mitigate effects of their projects on historic properties.

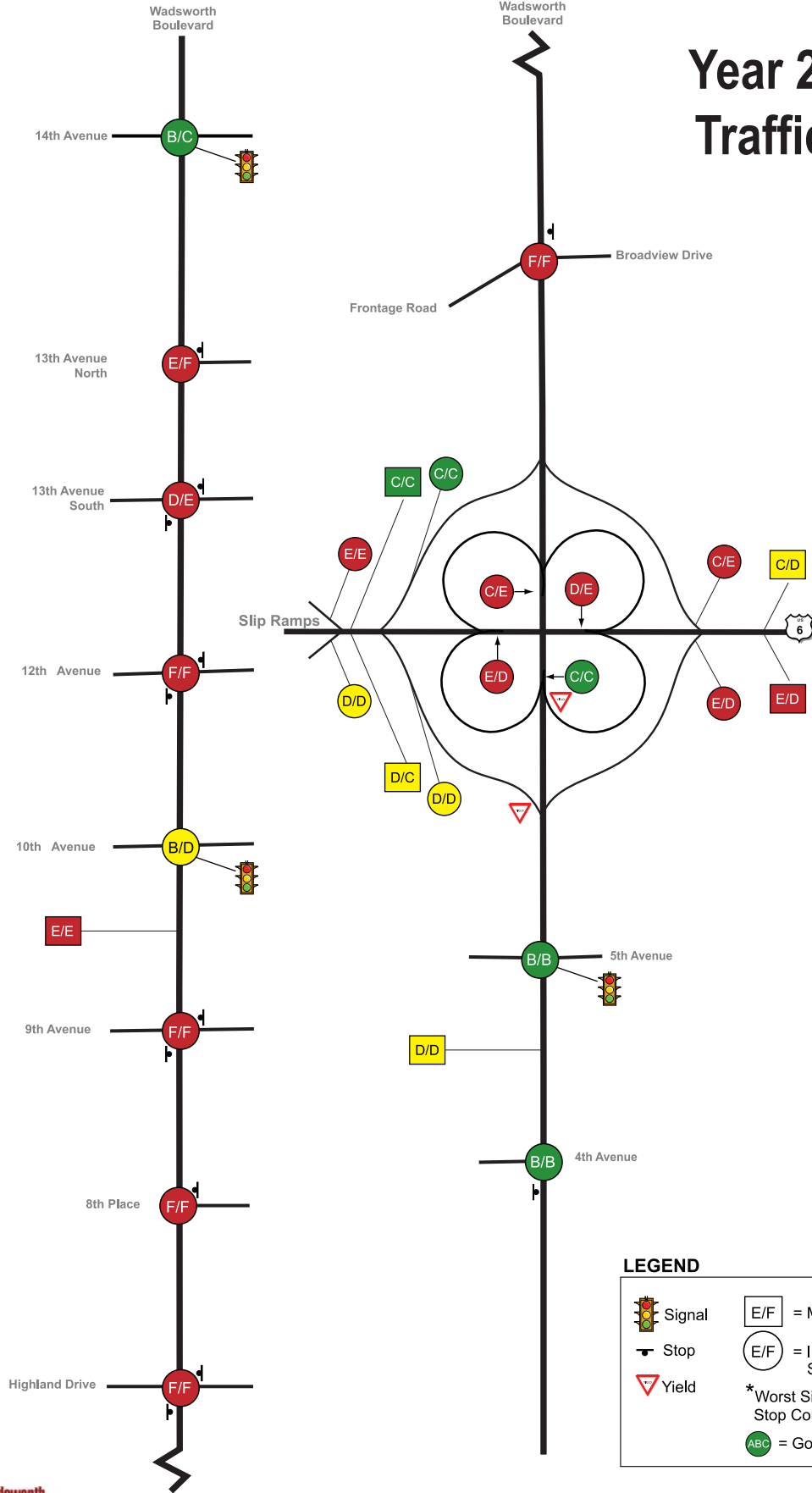
US 6 and Wadsworth project area includes:

- Nine individual potentially historic properties
- Two potentially historic districts

Properties and districts embody distinctive architectural characteristics of their period of construction.

Historic property designation does not restrict private property owners from developing or altering their properties.

# Year 2007 Existing Traffic Conditions



Not to Scale

### LEGEND

	Signal		= Mainline Level of Service AM/PM
	Stop		= Intersection, Ramp, or Weave Level of Service AM/PM*
	Yield	*Worst Side Street Approach Reported for Two Way Stop Control	
	ABC = Good		D = Fair
	EF = Poor		

US 6/Wadsworth

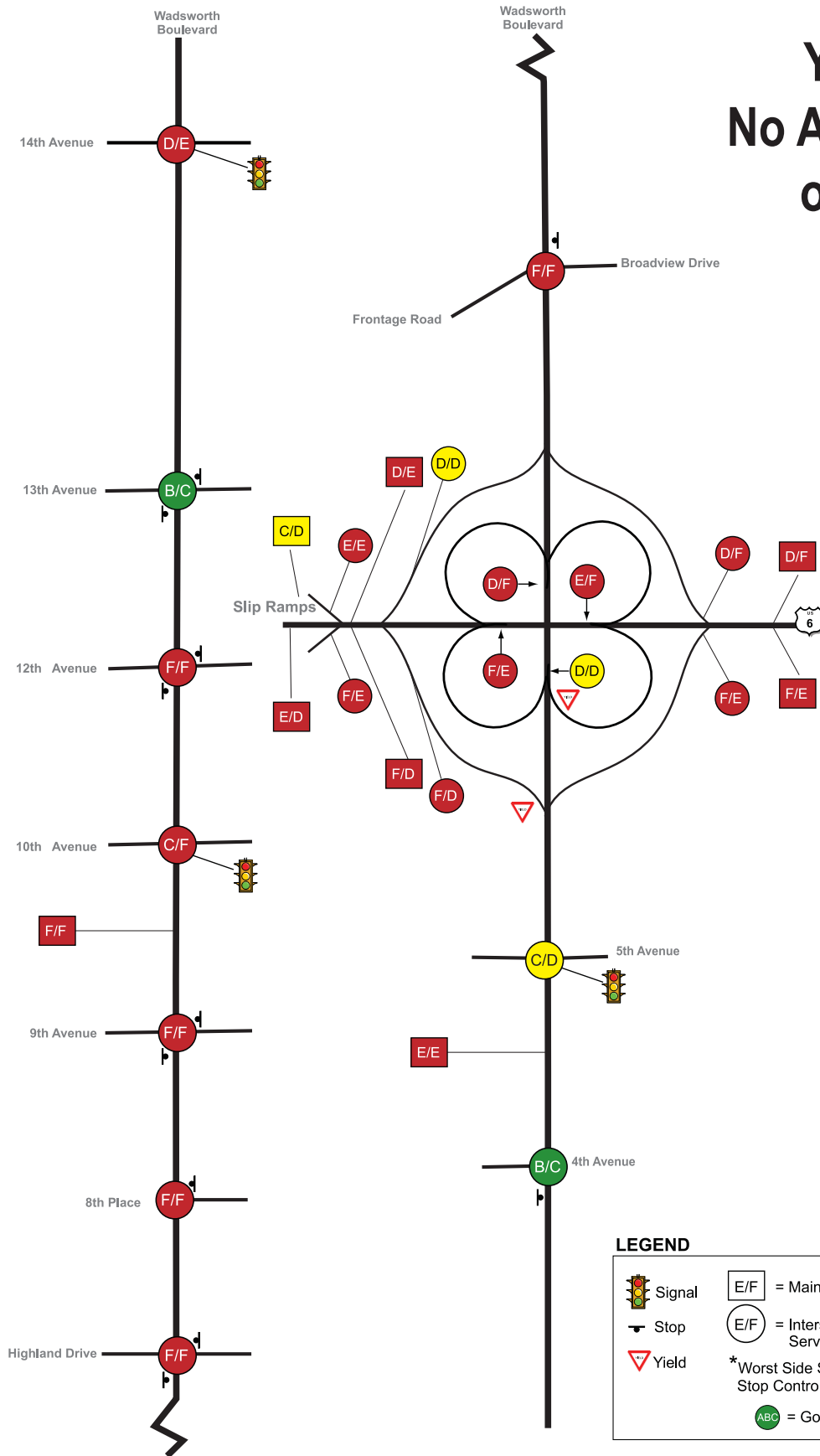


Environmental Assessment





# Year 2035 No Action Levels of Service



North  
Not to Scale

### LEGEND

	Signal		= Mainline Level of Service AM/PM			
	Stop		= Intersection, Ramp, or Weave Level of Service AM/PM*			
	Yield	*Worst Side Street Approach Reported for Two Way Stop Control				
	ABC	= Good		D = Fair		EF = Poor

US 6/Wadsworth



Environmental  
Assessment



# LOS - Levels of Service

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



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



- Reasonably free-flowing conditions
- Some influence by others



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



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



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



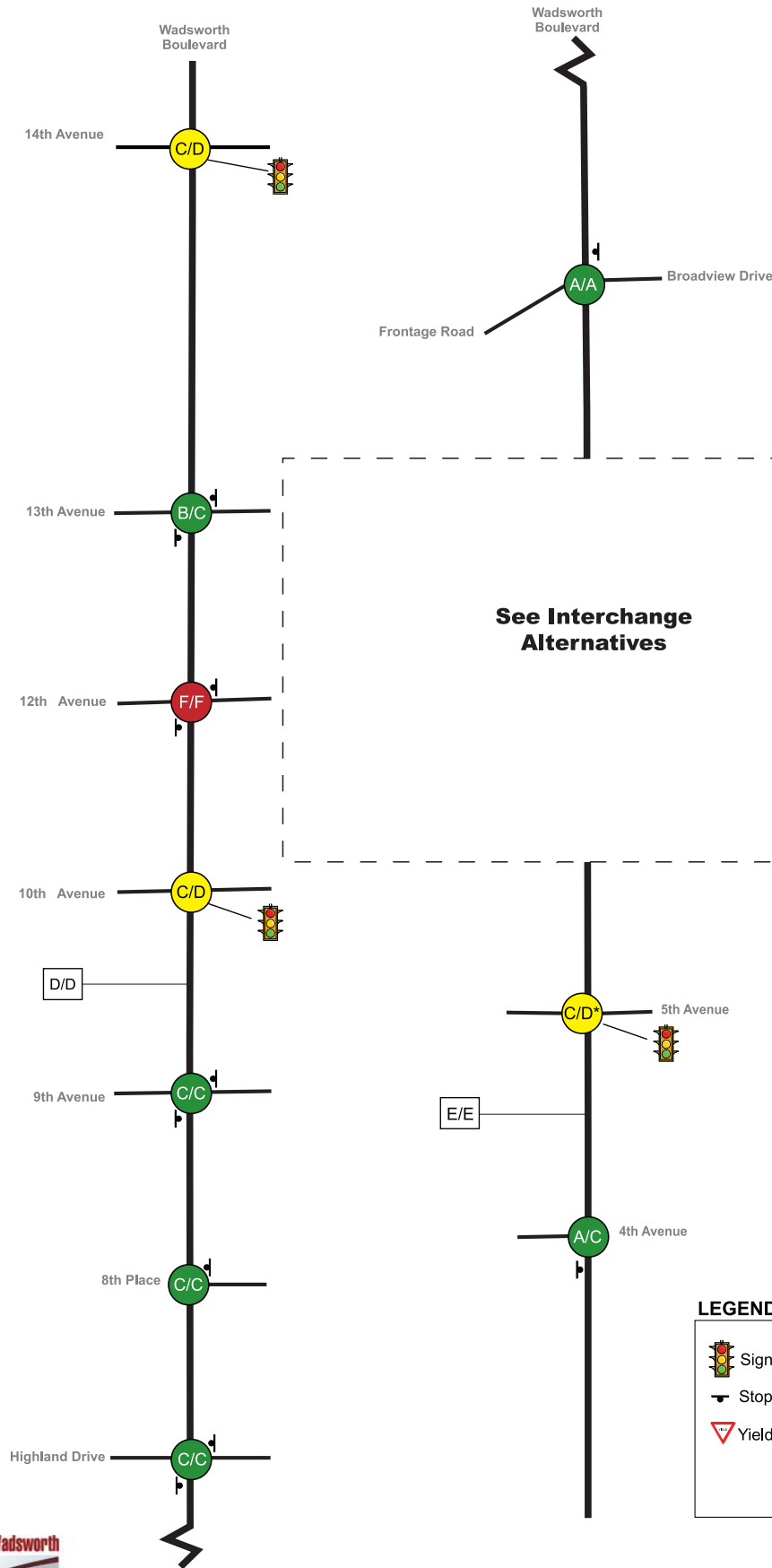
- Worst conditions with heavily congested flow, traffic demand exceeding capacity
- Poor travel time, low comfort and convenience

US 6/Wadsworth



Environmental  
Assessment

# Year 2035 Action Levels of Service on Wadsworth



**LEGEND**

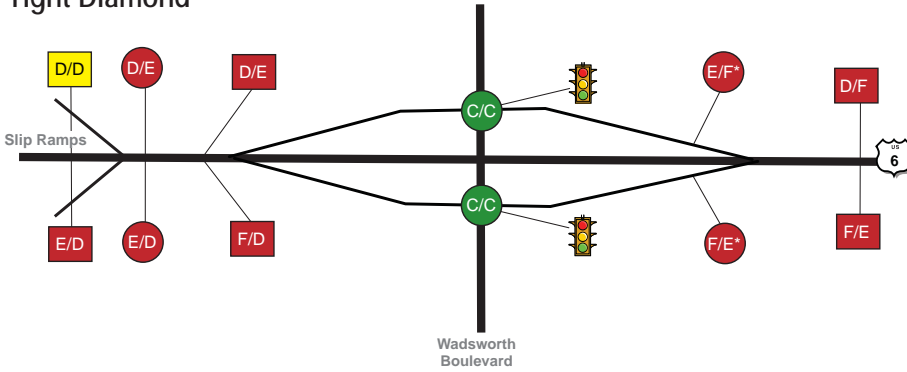
- Signal
- Stop
- Yield
- E/F = Mainline Level of Service AM/PM
- E/F = Intersection, Ramp, or Weave Level of Service AM/PM\*
- \*LOS B/C for Tight Diamond with Loop and Partial Cloverleaf Alternatives
- ABC = Good
- D = Fair
- EF = Poor



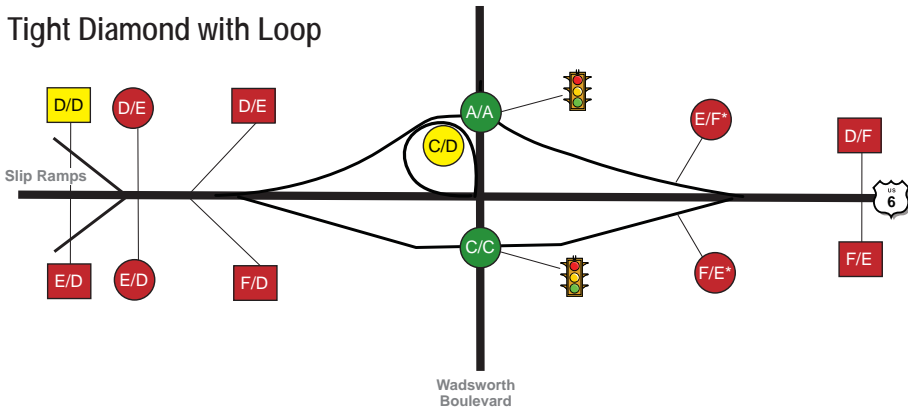
Not to Scale

# Year 2035 Action Levels of Service at Interchanges

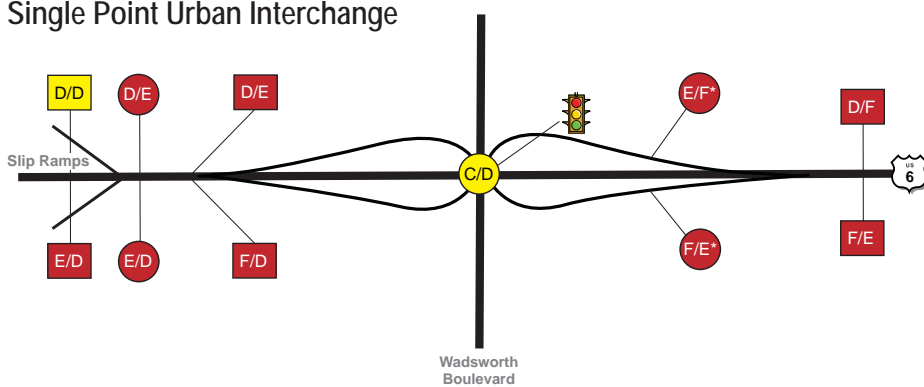
Tight Diamond



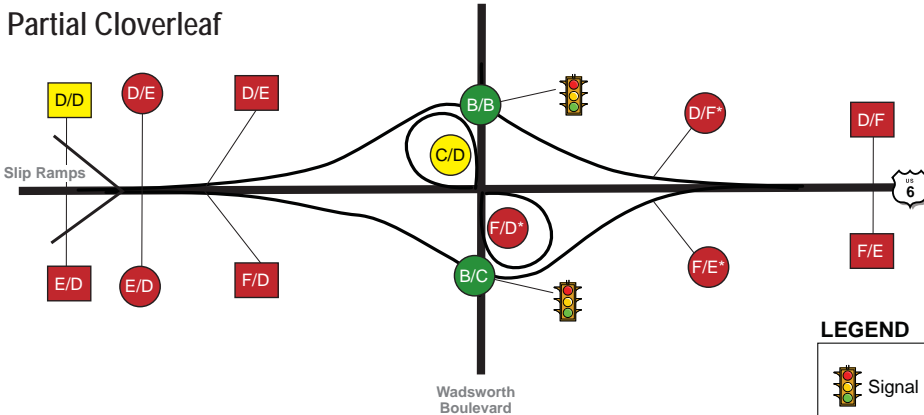
Tight Diamond with Loop



Single Point Urban Interchange



Partial Cloverleaf



North  
Not to Scale

**LEGEND**



[E/F] = Mainline Level of Service AM/PM

(E/F) = Intersection, Ramp, or Weave Level of Service AM/PM\*

\*LOS F Due to Freeway Conditions

ABC = Good    D = Fair    EF = Poor

US 6/Wadsworth



Environmental  
Assessment



**INSERT BOARD:**

**ENVIRONMENTAL RESOURCE AREAS TO BE ANALYZED**

# 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 drainage way 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.

APPENDIX F

## Open House #3 Handouts

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# Welcome to the US 6 and Wadsworth Boulevard Environmental Assessment Public Open House #3

**Tuesday, April 29, 2008  
Lakewood Cultural Center, Lakewood, Colorado**

## Tonight's Purpose

The purpose of tonight's meeting is to present the results of the Level 2 evaluation of the interchange and Wadsworth Boulevard design concepts; discuss the preliminary estimates of environmental, transportation, and property impacts that would result from the design concepts; and explain the decision process leading to preferred alternative recommendations for the interchange and Wadsworth Boulevard.

Display boards located in the lobby near the main entrance provide general information about the study, and information about traffic conditions, potential historic resources, and water quality features that will be considered for the project.

Display boards located in the lobby near the theater provide information about design concepts for the interchange and Wadsworth Boulevard. You will find handouts explaining the Level 2 evaluation results adjacent to the display boards. In the center of the lobby, CDOT Right-of-Way representatives are available to discuss right-of-way questions; and a Reference table contains handouts and reference materials related to the study.

## Tonight's Agenda

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

Please view display boards in the lobby and talk with staff about the study and design concepts. We encourage you to talk with staff about design features and impacts, ask questions, and share your comments.

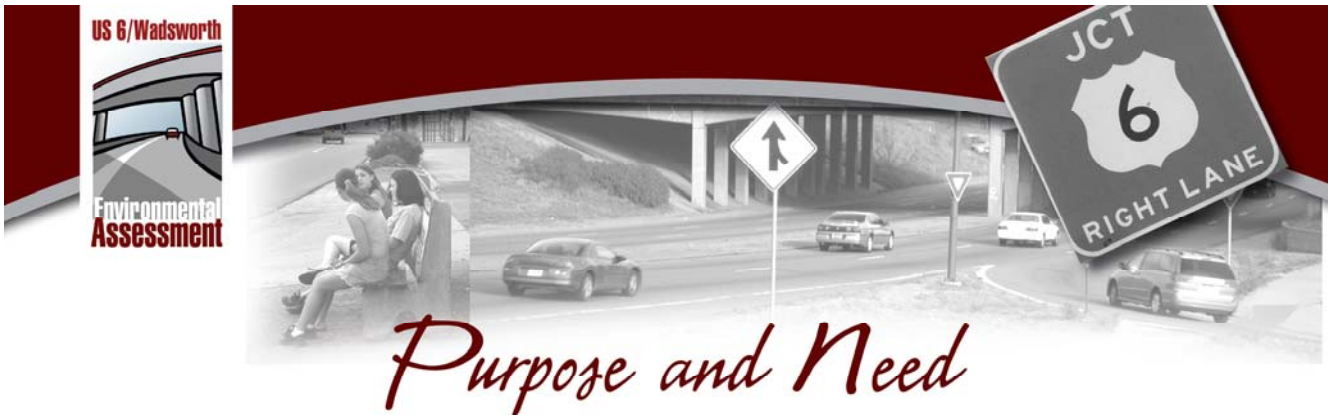
### **5:00 p.m. – Informational Presentation**

An informational presentation will be held in the Community Room or theater, depending on the number of people present. Please take a seat to listen to information about the Level 2 evaluation process and preferred alternative recommendations. The presentation will last approximately 30 minutes.

## 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 a comment box (available at the Reference Materials and Sign-In tables) on your way out.
- 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 two weeks would be most helpful.
- Submit comments via the project website at [www.US6Wadsworth.com](http://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.

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

(Continued on back of sheet)

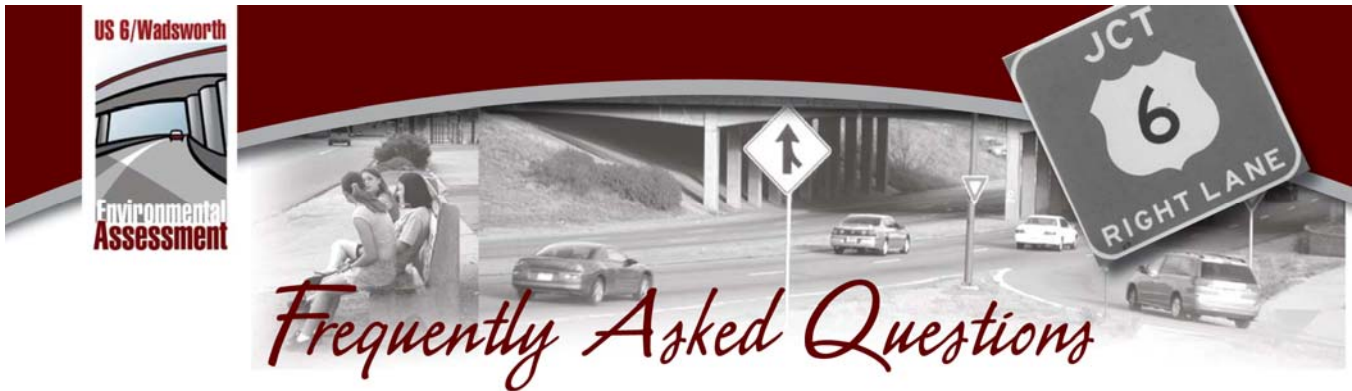


To be included in a project, a proposed noise mitigation measure must first be found to be feasible. A summary of the feasibility criteria is as follows:

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

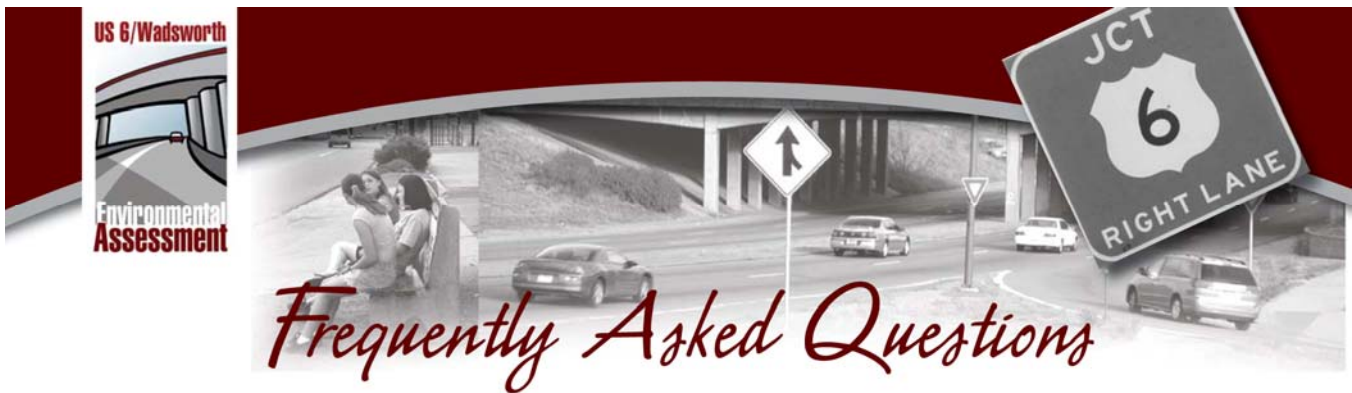
If a mitigation measure is found to be feasible, it is then analyzed for its “reasonableness.” A summary of the reasonableness criteria is as follows:

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



## 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 13<sup>th</sup> and 14<sup>th</sup> 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 acquire my property?
- Q-13 When can I see details on property acquisition, access changes, or other property impacts?
- 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-19 What is quiet pavement, and are you considering using it for US 6 and/or Wadsworth Boulevard improvements?
- Q-20 Why did CDOT raise the speed limit on US 6 from 55 mph to 65 mph, and will you consider as part of this study reducing the speed limit back to 55 mph?
- Q-21 Will this study consider future transit along Wadsworth?



**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 7<sup>th</sup> 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)?**

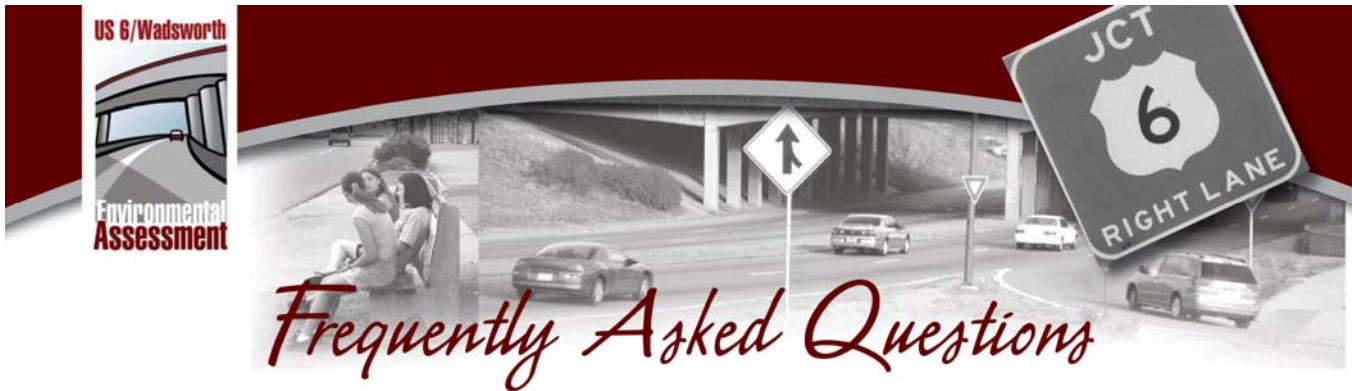
A-2: An EA is a document that describes the effects that a federal action would have on the environment. It also describes the impacts of alternatives to the Proposed Actions and identifies ways to avoid, minimize, or mitigate adverse impacts. The National Environmental Policy Act (NEPA), signed into 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 and providing input on the development and screening of preliminary design concepts for the interchange and Wadsworth Boulevard.

CDOT is now asking for input on refined design concepts for the interchange and the proposed action for improvements to Wadsworth Boulevard. Once alternative(s) have been selected for evaluation in the EA, the public will also be involved in developing and selecting mitigation measures used to avoid or minimize impacts of the alternative(s). 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?**

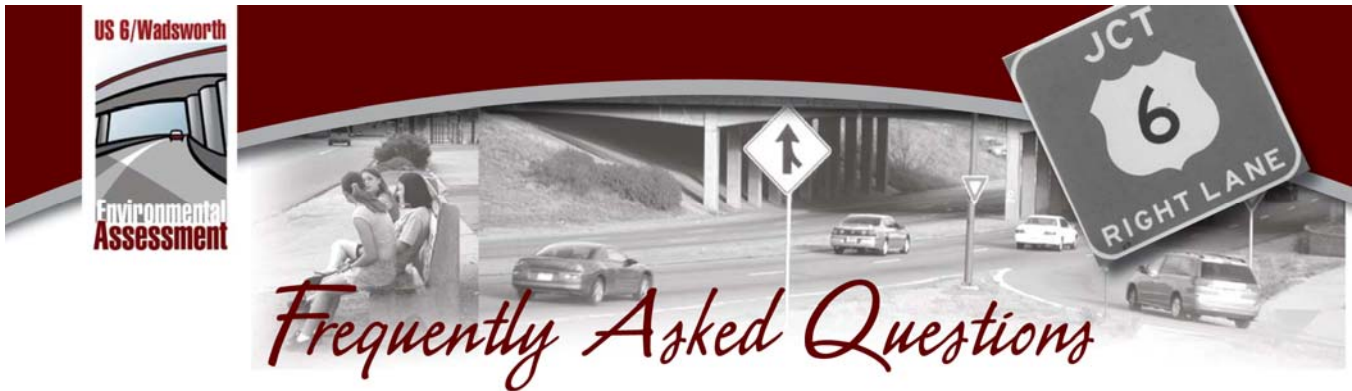
A-7: CDOT has reviewed Lakewood's Station Area Plan to determine whether proposed improvements on Wadsworth Boulevard would conflict with the Plan. Implementation of the Station Area Plan, however, is beyond the scope of this study. The City of Lakewood is a partner with CDOT on the EA.

**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)?**

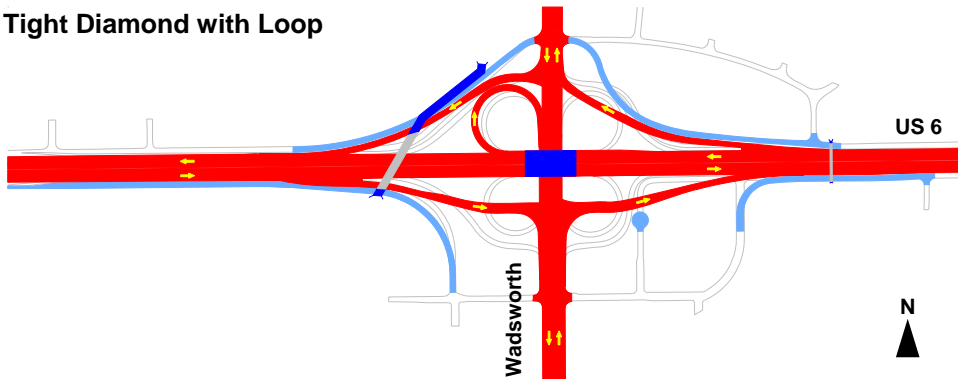
A-9: No. The property acquisitions currently occurring along Wadsworth Boulevard between 13th and 14th Avenues are not related to the US 6 / Wadsworth EA.



**Q-10: What are the options for improvements?**

A-10: Preferred alternatives been identified for the US 6 and Wadsworth interchange and for Wadsworth Boulevard between 4th and 14th Avenues. Four refined interchange designs were evaluated during the Level 2 evaluation process to determine which design should be carried forward for evaluation in the EA. CDOT has identified the Tight Diamond with Loop as the Preferred Alternative for the interchange. The basic elements of the Tight Diamond with Loop alternative are shown below.

**Tight Diamond with Loop**



CDOT has identified six travel lanes with a raised median and sidewalks as the Preferred Alternative for Wadsworth Boulevard between 4th and 14th Avenues. The basic elements of the Preferred Alternative are shown below. Options that vary the width of elements at the side of the road – primarily, the buffer between curb and sidewalk – will be implemented to minimize property impacts in areas of limited right-of-way, and maximize landscaping opportunities in areas with greater right-of-way. Narrower lane widths, a narrower median, and shifted alignment along Wadsworth are other options which may be implemented to further minimize property impacts.

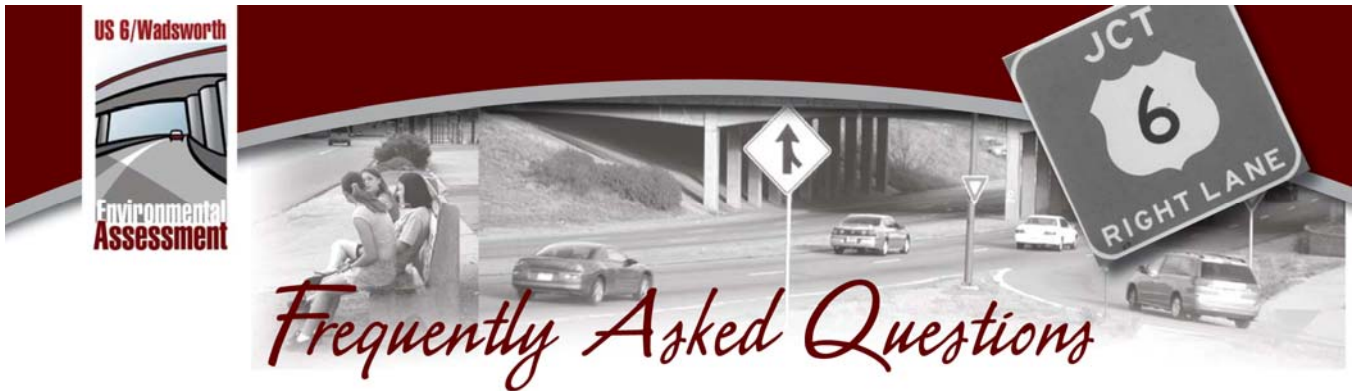
**Wadsworth Boulevard Typical Section**



**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 acquire my property?**

A-12: Preliminary estimates of property impacts were developed for each of the four interchange design concepts carried forward into the Level 2 evaluation. Preliminary estimates of property impacts were also developed for the widest footprint of the Wadsworth Boulevard preferred alternative, that is, six 12-foot travel lanes, a 23-foot raised median, and a detached 8-foot sidewalk with a 10-foot tree lawn.

Impact estimates can be viewed on display boards presented at the April 29, 2008 public open house. Estimates are considered preliminary because they do not take into account a) additional property impacts that may occur from noise walls or water quality treatment features, or b) impacts that may be lessened due to mitigation efforts such as retaining walls, shifts in alignment, or minimizing the width of elements such as tree lawns.

In the coming months, 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. If you have additional questions about property impacts or the right-of-way acquisition process, please contact Colleen Kirby Roberts, CH2M HILL public involvement manager, at 303-573-5385, ext. 205.

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

A-13: Preliminary details on property impacts can be viewed on display boards presented at the April 29, 2008 public open house. In the coming months, CDOT will be meeting with potentially affected property owners to determine if impacts can be minimized or avoided. (Also, see Q-12.).

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

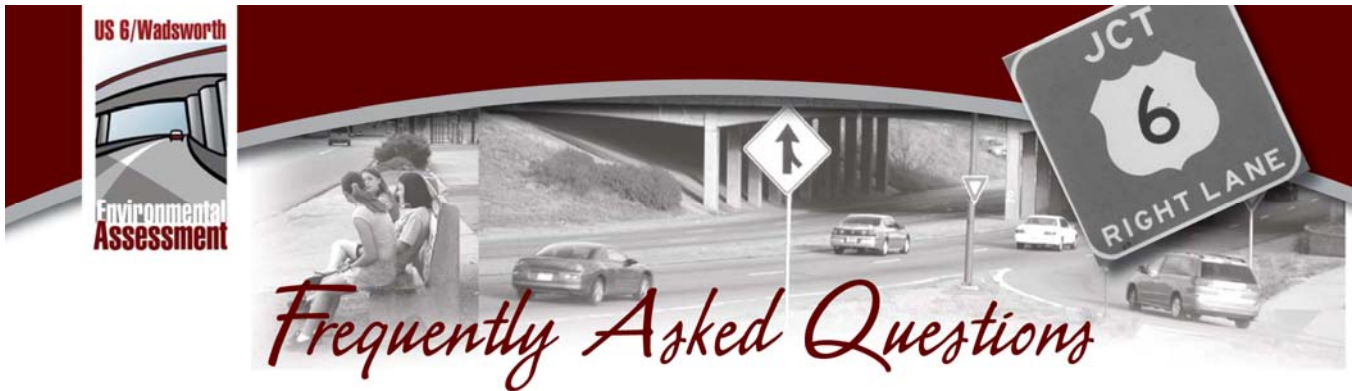
A-14: If a project is recommended for construction, noise mitigation will be provided for locations where highway noise is higher than acceptable thresholds (66 dBA), and where analysis shows that it is reasonable and feasible to do so. Additionally, any noise walls that are demolished to allow for interchange reconstruction will be replaced to continue to provide appropriate noise mitigation.

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

A-15: Specific impacts to neighborhood traffic have not been assessed at this stage of the study. When the alternatives for the interchange and Wadsworth Boulevard are evaluated in detail in the EA, 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-17: 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.

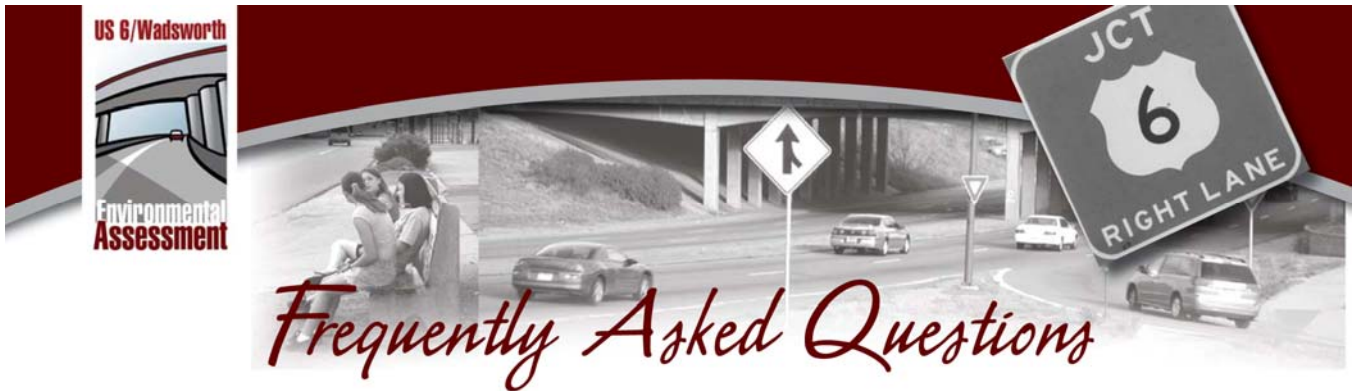
**Q-18: Will the project be constructed at the same time as other major construction projects in the area?**

A-18: 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.

**Q-19: What is quiet pavement, and are you considering using it for US 6 and/or Wadsworth Boulevard improvements?**

A-19: At this point, the two main factors that influence CDOT's selection of pavement types are safety and durability. The selection of either asphalt or concrete pavement is based on a life-cycle cost analysis, which includes the cost of initially constructing the pavement and the future inflation-adjusted costs for maintaining the pavement over its useful life. Noise, while not a major factor in this analysis, can be used as one of several secondary factors in cases where the life cycle analysis indicates little to no pavement preference. CDOT is currently conducting a long-term research study to measure the noise effects of the age and type of pavements (both concrete and asphalt) used on Colorado's highways. This research project should provide insight into types of pavements and surface treatments that have potential for providing long-term noise benefits.

Stone Matrix Asphalt (SMA) is a gap-graded asphalt that maximizes rutting resistance and durability with a stable stone-on-stone skeleton held together by a mixture of asphalt, filler, and stabilizing agents. Typically, SMA is used on higher traffic roadways like freeways and expressways. A project using SMA was recently (2006) completed on US 6 between Simms and Indiana Avenues. While the evidence that



SMA is quieter over the long term is mainly anecdotal, response to SMA, including in the project area, has been positive.

Although FHWA has supported studies and several pilot programs to evaluate the effect of pavement types on roadway noise (including the research being conducted presently in Colorado), pavement type in and of itself is not recognized as a noise mitigation measure. The most effective and commonly used measures of mitigating highway noise are noise barriers (walls or earthen berms), which will be evaluated for this project.

**Q-20: Why did CDOT raise the speed limit on US 6 from 55 mph to 65 mph? Will you consider as part of this study reducing the speed limit back to 55 mph?**

A-20: In 2000, CDOT conducted an investigation of speed limits on US 6 between Sheridan and I-70. This study concluded that appropriate limits for US 6 were 55 mph east of Sheridan and 65 mph west of Sheridan. In 2001, a follow-up investigation was completed after the new signs were posted, and the prevailing speed was found to be the same as before the signs went up.

Prevailing speeds are an important factor in setting speed limits and one of the considerations in the speed investigations conducted for US 6. These studies found that the prevailing speed (in the 85th percentile) along US 6 supports a speed limit of 65 mph west of Sheridan.





Traffic investigations have shown that most people will drive at a speed that they perceive is safe with the given roadway conditions and will ignore a speed limit that is unrealistically too low or too high. A realistic speed limit is voluntarily obeyed by the reasonable majority and more enforcement effort can be applied to the unreasonable few who drive too fast or too slow. When reasonably set, speed limits establish a middle ground for all drivers encouraging some to speed up while influencing others to slow down. This middle ground reduces turbulence within the traffic stream and limits conflict points and reduces accidents.

**Q-21: Will this study consider future transit along Wadsworth Boulevard?**

A-21: Transit along Wadsworth Boulevard is included in DRCOG's long-range plan. However, it is not included in the fiscally constrained plan, that is, the list of projects likely to be implemented within the next 25 years. The City of Lakewood and some metro-area residents would like to see transit along Wadsworth Boulevard in the shorter term. The implementation of transit along Wadsworth Boulevard is not part of the US 6/Wadsworth study; however, the ability of the interchange to accommodate transit along Wadsworth Boulevard is a high-priority consideration in the evaluation of alternatives for the interchange. The most important feature in accommodating future transit is a sufficiently long bridge on US 6 to allow additional travel or transit lanes on Wadsworth Boulevard.



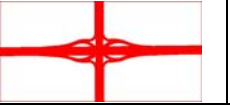

## Level 2 Evaluation Interchange Concepts

Gray shading represents criteria that have measurable differences among the alternatives.

Category	Criteria	US 6 and Wadsworth Interchange Concepts					Comments
		NA  No Action  Full Cloverleaf	2  Tight Diamond  	3  Tight Diamond w/Loop  	4  Single Point Urban Interchange  	5  Partial Cloverleaf  	
Safety/Design	<i>Pedestrian and bicycle safety (controlled crossing)</i> Good = Separated crossing Fair = Signalized crossing Poor = Uncontrolled crossing	Poor 8 uncontrolled	Poor 2 uncontrolled / 6 controlled	Poor 3 uncontrolled / 5 controlled	Poor 3 uncontrolled / 5 controlled	Poor 4 uncontrolled / 4 controlled	Crossings of loop ramps in Concepts 3 and 5 have greater safety concerns than crossings of free-flow right-turn movements.
	<i>Ramp entrance design</i> Good = Parallel acceleration lanes for all US 6 entrances Fair = Mixed parallel and tapered acceleration lanes for US 6 entrances Poor = Tapered acceleration lanes for all US 6 entrances	Poor	Good	Good	Good	Good	No Action: One parallel acceleration lane, but with short acceleration length.
	<i>Design exceptions</i> Good = No new design exceptions required Poor = Requires new design exceptions	Not applicable (N/A) <sup>1</sup>	Good	Poor <sup>2</sup>	Good	Poor <sup>2</sup>	
Mobility/Traffic Operations	<i>Weave sections</i> Good = Eliminates all weave sections Fair = Improves weave sections Poor = Weave sections maintained	Poor	Good	Good	Good	Good	New weave sections between Wadsworth and Carr are considered an improvement over the existing entrance/exit tapers.
	<i>Ramp operations</i> Good = Level of Service (LOS) <sup>3</sup> on US 6 ramps improved over existing conditions Fair = Existing LOS on US 6 ramps is maintained Poor = LOS on US 6 ramps lower than existing LOS	Fair	Good	Good	Good	Good	Action alternatives compared to 2035 No Action alternative. Majority of 2035 ramp LOS (peak hour) remain at E/F due to LOS E/F on US 6 mainline.
	<i>Wadsworth Boulevard corridor travel time</i> Good = No net increase in signalized intersections Fair = Net increase of one signalized intersection Poor = Net increase of more than one signalized intersection	N/A	Poor 2 new signals	Fair / Poor 1.5 new signals <sup>4</sup>	Fair 1 new signal	Poor 2 new signals	Signals are added at intersection of ramps with Wadsworth.
	<i>Interchange capacity</i> Good = Average volume-to-capacity (V/C) ratio of critical movements is less than 0.85. Fair = Average V/C ratio of critical movements is between 0.85 and 1.0. Poor = Average V/C ratio of critical movements is greater than 1.0.	Good NB/EB = 0.8 WB/SB = 0.85	Fair NB/EB = 0.8 WB/SB = 1.0	Good NB/EB = 0.8 WB/SB = 0.85	Fair NB/EB = 0.8 WB/SB = 1.0	Good NB/EB = 0.8 WB/SB = 0.85	Critical movements are northbound Wadsworth to eastbound US 6 (NB/EB) (a.m.) and westbound US 6 to southbound Wadsworth (WB/SB) (p.m.).
	<i>Spacing criteria for frontage roads</i> Good = Spacing is improved to CDOT Access Code standards of 0.5 mile (2,640 ft) Fair = Spacing is improved over existing conditions Poor = Existing spacing between frontage roads and ramps is maintained or decreased from existing	Poor North – 175 ft South – 225 ft	Fair North – 375 ft South – 415 ft	Fair <sup>5</sup> North – 125 ft South – 415 ft	Fair North – 425 ft South – 425 ft	Poor <sup>6</sup> North – 125 ft South – 175 ft	Distances are approximate. North frontage road intersects Wadsworth at Broadview, and South frontage road intersects Wadsworth at 5th Ave.

## Level 2 Evaluation Interchange Concepts

Gray shading represents criteria that have measurable differences among the alternatives.

Category	Criteria	US 6 and Wadsworth Interchange Concepts					Comments
		NA  No Action Full Cloverleaf	2  Tight Diamond	3  Tight Diamond w/Loop	4  Single Point Urban Interchange	5  Partial Cloverleaf	
							
Local Impacts	<i>Local access to / from US 6</i> Good = Distance to access US 6 for inbound and outbound trips is the same or less than existing Fair = Distance to access US 6 for inbound and outbound trips is no more than 25% longer than existing Poor = Distance to access US 6 for inbound and outbound trips is more than 25% longer than existing	N/A	Poor	Poor	Poor	Poor	Distance, which is measured from Broadview to northwest ramp of US 6, is impacted by eliminating northbound Wadsworth left-turn access to frontage road northwest of interchange.
	<i>Effects to local businesses</i> Good = No businesses adversely affected (access, parking, visibility) Fair = Up to two businesses adversely affected (access, parking, visibility) Poor = More than two businesses adversely affected (access, parking, visibility)	N/A <sup>7</sup>	Poor <sup>8</sup>	Poor <sup>8</sup>	Poor <sup>8</sup>	Poor <sup>8</sup>	Businesses northwest of interchange are impacted due to elimination of northbound Wadsworth left-turn access to one-way frontage road northwest of interchange.
Environmental Impacts	<i># of Relocations (residences and businesses)</i> Good = No relocations required Fair = Up to two relocations required Poor = More than two relocations required	N/A	Poor 9 businesses 17 residences	Poor 20 businesses 13 residences 50+ storage units	Poor 9 businesses 17 residences	Poor 21 businesses 31 residences 50+ storage units	Relocation estimates do not include consideration of potential mitigation such as noise or retaining walls. Relocations include active businesses only (i.e., vacant office space not counted as a relocation).
	<i># of Properties affected (partial and full acquisitions)</i> Good = Two or fewer private properties affected (partial and full acquisitions) Fair = Three to five private properties affected (partial and full acquisitions) Poor = More than five private properties affected (partial and full acquisitions)	N/A	Poor 76 properties affected	Poor 78 properties affected	Poor 76 properties affected	Poor 78 properties affected	Numbers increased from conceptual design after refined modeling.
	<i># of Residences within 66 dBA noise contour compared to existing conditions<sup>9</sup></i> Good = Fewer # of residences within 66 dBA contour Fair = Same # of residences within 66 dBA contour Poor = Greater # of residences within 66 dBA contour	N/A 137 residences	Fair 137 residences	Poor 138 residences	Good 133 residences	Poor 141 residences	Properties identified as relocations were not considered in numbers within the contours.
	<i>Acres of wetlands and waters of the U.S. affected</i> Good = No wetlands/waters of the U.S. affected Fair = Impacts to wetlands/waters of the U.S. can be mitigated and permitted under Nationwide Permits Poor = Impacts to wetlands/waters of the U.S. require Individual 404 permit	N/A	Fair	Fair	Fair	Fair	Impacts to wetlands and waters of the U.S. for all alternatives may qualify for new "single and complete project" guidance that only requires post-construction notification (less than Nationwide Permit requirements). MacIntyre Gulch requires more new culvert in Concepts 3 & 5.
	<i># of Section 4(f) uses<sup>10</sup></i> Good = No or <i>de minimis</i> Section 4(f) impacts Fair = Minor Section 4(f) use (qualifies for Programmatic Evaluation) Poor = Section 4(f) use requiring individual 4(f) evaluation	N/A	Poor Section 4(f) use of 4 historic properties (4 relocations)	Poor Section 4(f) use of 4 historic properties (3 relocations)	Poor Section 4(f) use of 4 historic properties (4 relocations)	Poor Section 4(f) use of 4 historic properties (3 relocations)	

## Level 2 Evaluation Interchange Concepts

Gray shading represents criteria that have measurable differences among the alternatives.

Category	Criteria	US 6 and Wadsworth Interchange Concepts					Comments
		NA No Action Full Cloverleaf	2 Tight Diamond	3 Tight Diamond w/Loop	4 Single Point Urban Interchange	5 Partial Cloverleaf	
Cost	<i>Project cost (includes capital construction, right-of-way, and project development)</i> Good = Within projected funding of approximately \$45 million Fair = Between 1 and 25% higher than projected funding (\$45 million - \$56.25 million) Poor = More than 25% higher than projected funding (more than \$56.25 million)	N/A	Poor \$61.5M <sup>11</sup>	Poor \$74.4M <sup>12</sup>	Poor \$76.4M <sup>13</sup>	Poor \$80.7M <sup>14</sup>	
	<i>Right-of-way cost (percentage of total cost)</i> Good = 20 percent Fair = 21 to 35 percent Poor = More than 35 percent	N/A	Good 20%	Fair 23%	Good 15%	Fair 26%	
Implementation	<i>Emergency response</i> Good = Emergency response goals are met Fair = Partially met Poor = Emergency response goals cannot be met	Fair	Good	Good	Good	Good	
	<i>Construction staging</i> Good = Closures conform with CDOT's lane closure policy Fair = Some variance to CDOT's lane closure policy would be required Poor = Closures would not conform to CDOT's lane closure policy	N/A	Fair	Fair	Poor <sup>15</sup>	Fair	
	<i>Expandability</i> Good = Limited or no reconstruction would be needed to expand the facility Fair = Partial reconstruction would be needed to expand the facility Poor = Full reconstruction would be needed to expand the facility	Poor	Fair <sup>16</sup>	Poor <sup>17</sup>	Fair <sup>18</sup>	Poor <sup>19</sup>	Expandability refers to the ability to accommodate additional lanes on US 6 or Wadsworth in the future. All alternatives assume bridge will accommodate future widening of US 6.

<sup>1</sup> Design exceptions are not required for existing facilities.

<sup>2</sup> Design exception required for northwest ramp profile grade. (Could be designed without exceptions but would require additional right-of-way.)

<sup>3</sup> Level of Service is a term used by transportation engineers to indicate that traffic is moving at ideal, average, or poor efficiency and measured on a grade scale of "A" through "F".

<sup>4</sup> Signalized control for southbound traffic only (thus counted as a half intersection).

<sup>5</sup> Only south spacing improved.

<sup>6</sup> South spacing is decreased.

<sup>7</sup> Poor existing access conditions not evaluated.

<sup>8</sup> Businesses in northwest quadrant of the interchange (Public Storage, office park) adversely affected by changes to frontage road access. Parking for several businesses is also affected but these businesses were counted as relocations so not counted in this category.

<sup>9</sup> Number of affected residences does not consider mitigation. All alternatives will likely include noise mitigation, and, with this mitigation, the number of affected residences will be reduced.

<sup>10</sup> Section 4(f) of the Department of Transportation Act of 1966 requires FHWA and CDOT to analyze the effects of their projects on historical sites and public parks and carefully consider options to avoid or mitigate those effects

<sup>11</sup> Increase from Level 1 cost estimate due to retaining walls (length) and right-of-way costs.

<sup>12</sup> Increase from Level 1 cost estimate due to culvert (size) and right-of-way costs.

<sup>13</sup> Increase from Level 1 cost estimate due to increased bridge (materials), retaining walls (length), and right-of-way costs.

## Level 2 Evaluation Interchange Concepts

Gray shading represents criteria that have measurable differences among the alternatives.

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- <sup>14</sup> Increase from Level 1 cost estimate due to increased bridge (materials), culvert (size), and right-of-way costs
- <sup>15</sup> Poor rating is for complex structural and intersection phasing requirements.
- <sup>16</sup> Entrance/exit tapers would require reconstruction if US 6 were expanded, and two intersections would need to be reconstructed if Wadsworth were expanded.
- <sup>17</sup> Poor rating is based on ability to expand loop ramp(s). Loops were designed at minimum radii to reduce right-of-way requirements.
- <sup>18</sup> Entrance/exit tapers would require reconstruction if US 6 were expanded, and one intersection would need to be reconstructed if Wadsworth were expanded.
- <sup>19</sup> Poor rating is based on ability to expand loop ramp(s). Loops were designed at minimum radii to reduce right-of-way requirements.

## Level 2 Evaluation Wadsworth Boulevard, 8th to 14th Avenues

Category	Criteria	Mitigation Opportunities/Comments
<b>Safety/Design</b>	<i>Through lane width</i> Good = 12 feet Fair = 11 feet Poor = Less than 11 feet (not acceptable)	Design includes 12-foot lanes, but 11-foot lanes could be considered. Eleven-foot lanes are allowed by the current standards and would match existing improved sections north and south of the project area (that is, north to Alameda, and south to Colfax).
	<i>Vehicular and pedestrian safety at intersections (median)</i> Good = Raised median of 18 feet wide or more Fair = Raised median less than 18 feet wide Poor = Painted median	Design includes raised medians with an area for pedestrian refuge at intersection crossings.
	<i>Pedestrian safety (sidewalk and buffer)</i> Good = Detached 5-foot sidewalks on both sides of Wadsworth Fair = Attached 5-foot sidewalks on both sides of Wadsworth Poor = Sidewalks less than 5 feet wide on both sides of Wadsworth or an unbalanced section	Detached sidewalks are preferred, but attached sidewalks or reduced buffer areas could be considered in areas where right-of-way is constrained. The sidewalk section will likely vary throughout the corridor, achieving a detached sidewalk where possible and reducing to an attached sidewalk where necessary.
	<i>Bicycle safety (path and buffer)</i> Good = Detached 8- to 10-foot path on both sides of Wadsworth Fair = Attached 8- to 10-foot path on both sides of Wadsworth Poor = Attached path less than 8 feet on both sides of Wadsworth or an unbalanced section	An 8-foot shared path is included in the design. An additional buffer, such as a tree lawn, will be provided where possible (see <i>Pedestrian Safety</i> above).
	<i>Design exceptions</i> Good = Reduces or eliminates design exceptions Poor = Requires new design exceptions	Design exceptions are not anticipated for any elements.
<b>Mobility/Traffic Operations</b>	<i>Controlled access (median)</i> Good = Raised median with left turns allowed at signalized intersections only Fair = Raised median with left turns at some unsignalized intersections Poor = Painted median	Median access will include left turns at some unsignalized intersections. All mid-block access will be controlled with raised medians.
	<i>Intersection operations (average)</i> Good = Less than 55 seconds of delay Fair = Between 55 and 80 seconds of delay Poor = More than 80 seconds of delay	Design reduces delay at signalized intersections, and all intersections will operate with less than 55 seconds of delay.



## Level 2 Evaluation Wadsworth Boulevard, 8th to 14th Avenues

Category	Criteria	Mitigation Opportunities/Comments
<b>Local Impacts</b>	<p><i>Neighborhood traffic impacts</i></p> <p>Good = Close more than 20 percent of movements at unsignalized intersections</p> <p>Fair = Close up to 20 percent of movements at unsignalized intersections</p> <p>Poor = Maintain current unrestricted unsignalized intersection access</p>	Design closes 26 movements (from 74 existing movements to 48 proposed movements) at unsignalized intersections. A movement is considered to be a right turn, left turn, or cross-street movement at an intersection.
	<p><i>Local access to / from Wadsworth (distance)</i></p> <p>Good = Same or less than existing</p> <p>Fair = No more than 25% longer than existing</p> <p>Poor = More than 25% longer than existing</p>	Closing direct access from Wadsworth to the frontage road northwest of the interchange increases the distance of travel for residents and businesses located off of the frontage road. Access will be provided by u-turn movements on Wadsworth north of the interchange.
	<p><i>Effects to local businesses</i></p> <p>Good = No businesses adversely affected (access, parking, visibility)</p> <p>Fair = Up to two businesses adversely affected (access, parking, visibility)</p> <p>Poor = More than two businesses adversely affected (access, parking, visibility)</p>	Parking for more than two businesses (that are not relocated) is affected.
<b>Environmental Impacts</b>	<p><i># of Relocations (residences and businesses)</i></p> <p>Good = No relocations required</p> <p>Fair = Three or fewer relocations required</p> <p>Poor = Four or more relocations required</p>	Between 11 and 15 relocations have been identified. Variation is due to application of different side-of-road treatments (attached sidewalks, reduced buffer areas, reduced lane widths, or realignment could be considered to avoid some relocations).
	<p><i># of Properties affected</i></p> <p>Good = Minimal number of private properties affected (5 or less)</p> <p>Fair = Moderate number of private properties affected (6 to 10)</p> <p>Poor = High number of private properties affected (11 or more)</p>	Regardless of the side-of-road landscaping option selected, 41 properties would be affected.
	<p><i># of Section 4(f) uses</i></p> <p>Good = No or <i>de minimis</i> Section 4(f) impacts</p> <p>Fair = Minor Section 4(f) use (qualifies for Programmatic Evaluation)</p> <p>Poor = Section 4(f) use requiring individual 4(f) evaluation</p>	Regardless of the side-of-road landscaping option selected, three historic properties and one park property would be affected. The impacts will likely qualify as <i>de minimis</i> , and an individual Section 4(f) evaluation would not be required for any of these properties.

## Level 2 Evaluation Wadsworth Boulevard, 8th to 14th Avenues

Category	Criteria	Mitigation Opportunities/Comments
	<p><i>Acres of wetlands and waters of the U.S. affected</i>            Good = No wetlands/waters of the U.S. affected            Fair = Impacts to wetlands/waters of the U.S. can be mitigated and permitted under Nationwide Permits            Poor = Impacts to wetlands/waters of the U.S. require Individual 404 permit</p>	<p>Regardless of the side-of-road landscaping option selected, impacts to wetlands and waters of the U.S. would be minimal and may qualify for new "single and complete project" guidance that only requires post-construction notification (less than Nationwide Permit requirements).</p>
	<p><i>Aesthetics – Median landscaping and design</i>            Good = Raised and irrigated planters with trees and vegetation            Fair = Raised and irrigated planters, vegetation to be provided in the future            Poor = No landscaping</p>	<p>The total area available for landscaping is limited because of the need to provide for alternating left-turn lanes. If desired and feasible, landscaping will be included.</p>
	<p><i>Aesthetics – Side-of-road landscaping</i>            Good = Minimum 7- to 10-foot landscape buffer            Fair = Less than 7-foot landscape buffer            Poor = No landscaping</p>	<p>Side-of-road landscaping will be provided where desired and feasible. Sight distance issues may limit locations where trees are possible.</p>
<b>Cost Feasibility</b>	<p><i>Project cost (including capital construction, right-of-way, and project development)</i>            Good = Within projected funding of \$20 million            Fair = Between 1 and 25% higher than projected funding (\$20 million - \$25 million)            Poor = More than 25% higher than projected funding (more than \$25 million)</p>	<p>Project costs are estimated between \$26 million and \$31 million, with the higher costs attributed primarily to additional right-of-way costs for side-of-road landscaping. Attaching sidewalks and reducing the buffer areas in select (constrained) areas may reduce project costs.</p>
	<p><i>Right-of-way cost</i>            Percentage of total project cost associated with estimated cost of right-of-way acquisition.            Good = 40%            Fair = 41 to 60%            Poor = More than 60%</p>	<p>Right-of-way is anticipated to be approximately 40 percent of project costs.</p>
<b>Implementation</b>	<p><i>Emergency Response</i>            Good = Emergency response goals are met            Fair = Emergency response goals are partially met            Poor = Emergency response goals cannot be met</p>	<p>Emergency response goals are partially met. Improved capacity of Wadsworth meets goals, but medians restrict movements, particularly near interchange, and do not meet goals.</p>
	<p><i>Construction Duration</i>            Good = 8 months            Fair = Between 8 and 14 months            Poor = More than 14 months</p>	<p>Construction is anticipated to take between 8 and 14 months.</p>



First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ Zip Code: \_\_\_\_\_

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

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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Please provide any additional comments here.

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Please leave this comment form in one of the comment boxes on your way out. Comment boxes are located at the Sign-In table near the entrance and at the Reference Materials table in the center of the lobby. You may also fold this form into thirds, tape or staple it, and mail it to the address printed below. Please affix a stamp before mailing the form. For additional project information, please visit the project website, [www.US6Wadsworth.com](http://www.US6Wadsworth.com), or call Colleen Kirby Roberts, public involvement manager, at 303-573-5385, ext. 205.

Return Address:

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

APPENDIX G

## Written Comments

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# Comment Form

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

Address: \_\_\_\_\_ City: \_\_\_\_\_ Zip Code: \_\_\_\_\_

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

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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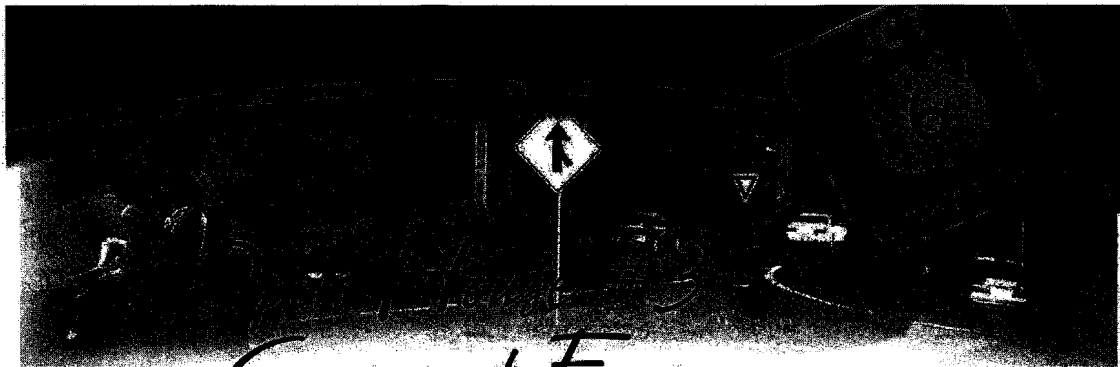
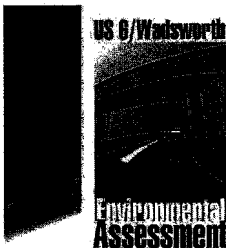
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Please provide any additional comments here.

RTD'S 90% drawings - screened background different on different sheets = confusion on part of public. Will noise walls look like walls on E. side of US6? Interchange is high accident location? Speed bump on 5<sup>th</sup> Ave. SW of interchange to slow traffic. mailing list in SW quadrant to be checked.



# Comment Form

First Name: [redacted] Last Name: [redacted]  
 Address: [redacted] City: LAKEWOOD Zip Code: 80214  
 Email Address: [redacted]  Yes, add me to the US 6/Wadsworth mailing list  
*in on the list.*

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?  
*NOT perfect, but best.*

Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

Please provide any additional comments here.

*My logical access to Wad. is at Highland & WAD. NEAR DEATH EXPERIENCE — Right or left turn. I go to 10th to get on Wad for right and left, Sheikhan to get on 6th*



# Comment Form

First Name: [redacted] Last Name: [redacted]  
Address: [redacted] City: Lakewood Zip Code: 80214  
Email Address: [redacted]  Yes, add me to the US 6/Wadsworth mailing list

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No partially

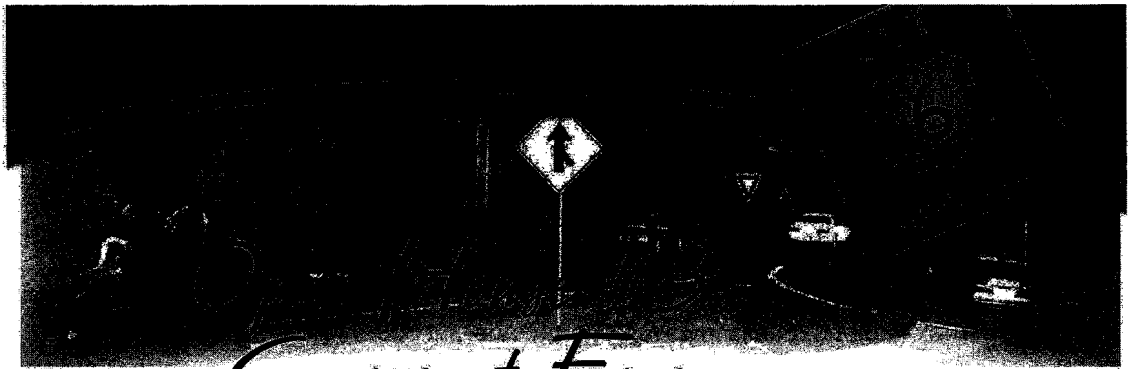
Comments?  
Highland should be considered for no access going east. Prefer to have it closed.  
OK - The access road going east along the ~~both~~ north side of 6<sup>th</sup> 9<sup>th</sup> Ave U-turn should not be allowed unless there is Traffic light - very heavily traveled area - crossing wadsworth there is dangerous -

Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please provide any additional comments here.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





# Comment Form

First Name: [redacted] Last Name: [redacted]  
Address: [redacted] City: Lakewood Zip Code: 80214  
Email Address: [redacted]  Yes, add me to the US 6/Wadsworth mailing list  
*already on list*

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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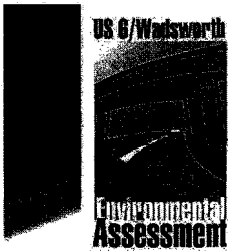
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Please provide any additional comments here.

*My main concern is the impact on the neighborhood North of Sixth (6th) Ave and Wadsworth. We have constantly fought for the past fourteen (14) years to limit traffic "cutting through" our neighborhood (Green Acres). Increased traffic will be a threat to young children and elderly as well as to pet populations and the limited wildlife.*



# Comment Form

First Name: [redacted] Last Name: [redacted]  
 Address: [redacted] City: Lakewood Zip Code: 80215  
 Email Address: \_\_\_\_\_  Yes, add me to the US 6/Wadsworth mailing list

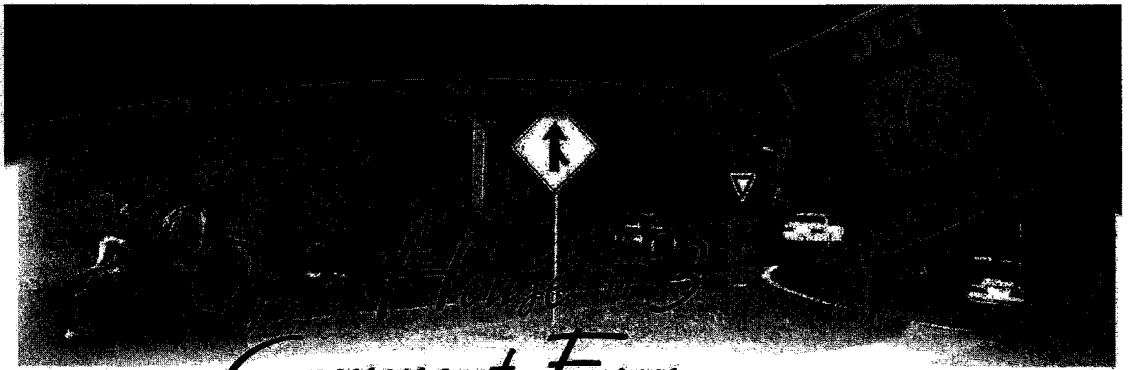
Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?  
Very innovative looking. Any possibility of phasing the construction over several budget cycles, to ease the total cost problem.

Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?  
Retain the fine 10ft buffer between traffic & bike/ped path. (Use 7ft only where absolutely necessary.)

Please provide any additional comments here.  
Definitely continue Carr st. exit's existence.



# Comment Form

First Name: [REDACTED] Last Name: [REDACTED]  
Address: [REDACTED] City: Lakewood Zip Code: 80215  
Email Address: [REDACTED]  Yes, add me to the US 6/Wadsworth mailing list

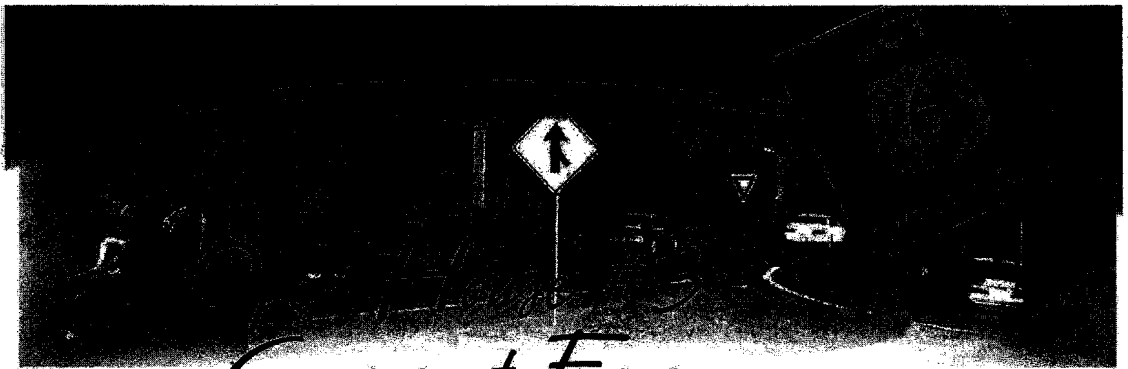
Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?  
I like the traffic design if the fact that the Garrison entrance/exits will still exist.

Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?  
Raised median will provide safety and we really need sidewalks on Wadsworth

Please provide any additional comments here.



# Comment Form

First Name: [redacted] Last Name: [redacted]  
Address: [redacted] City: Lakewood Zip Code: 80214  
Email Address: [redacted]  Yes, add me to the US 6/Wadsworth mailing list

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

Our main concern is Rosa's house, which is right on the construction line for the Frontage Road on the North East of the 6th Ave/Wads interchange. We are trying to make the best decision for her future in lieu of this project. Primarily concerning the Right of Way acquisition process.

Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

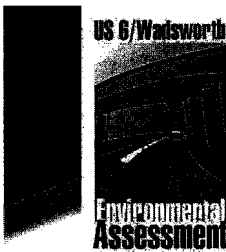
Comments?

4. This house is her major asset in terms of her long-term plans at this stage of her life. So, if the house will be impacted - we need to know as soon as possible. Ideally, we would prefer CDOT either take the whole house or avoid the house & yard completely - a partial impact or acquisition of partial right-of-way would be very difficult for us to deal with - in terms of daily life noise, re-sale ~~value~~ or only receiving a partial value of her home assets.

Please provide any additional comments here.

Here are the mitigating factors:

1. She is 80 years old and has lived in this home for 50 years.
2. We just re-landscaped the backyard (\$30,000) with putting green which may be impacted by the construction zone & unusable in future.
3. We are concerned that if the project only impacts a portion of her home (the backyard & her bedroom) the actual impact would be, in fact, unacceptable for her real quality of life.



# Comment Form

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

Address: [redacted] City: LAKEWOOD Zip Code: 80214

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

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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Please provide any additional comments here.

*Interested in keeping Broadview blocked for the neighborhood so that Frontage road does not affect traffic into neighborhood. Frontage road opening at Wadsworth and Broadview is a great idea to keep traffic off of Emerald and Reed. Would like to see Broadview blocked from Frontage Rd. at Emerald Ln.*



First Name: [Redacted] Last Name: [Redacted]  
 Address: [Redacted] City: Lakewood Zip Code: 80214  
 Email Address: [Redacted]  Yes, add me to the US 6/Wadsworth mailing list

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

- \* ① We live on Park Lane between Broadview + Highland. Our top priority: we want the dead-end at the west end of Broadview to remain in place. In other words, we want the frontage road (N of 6 and E of Wads) to connect with Wadsworth West of the dead-end.
- ② Also, making the frontage road two-way seems good from ~~our~~ our viewpoint, possibly decreasing traffic cutting through our neighborhood.

Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

This looks good to us. Our main thoughts here are ① noise mitigation is very important, with widened ~~and~~ and increased number of lanes - esp. with likely increased bus + truck traffic, and ② landscaping in medians should be minimal + kept low. Recent projects in Golden, for example, prevent drivers from seeing each other when trying to turn/u-turn/enter a rotary.

Please provide any additional comments here.

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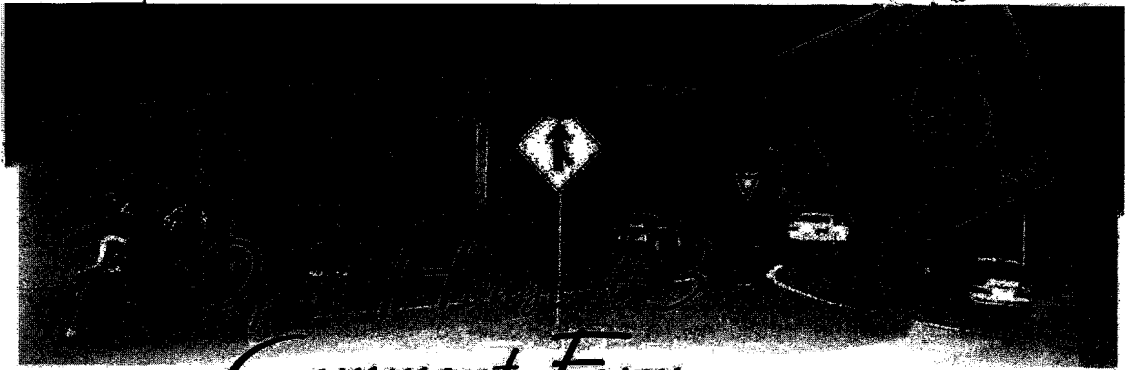
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# Comment Form

First Name: [redacted] Last Name: [redacted]  
 Address: [redacted] City: Lakewood Zip Code: 80214  
 Email Address: \_\_\_\_\_  Yes, add me to the US 6/Wadsworth mailing list

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

~~no comment~~  
 As residents in the NE corner (Highland + Broadview on Park lane) my main concern is that the dead-end of Broadview just before Wadsworth remains in place. This is a totally residential area and if the frontage road can connect w/ Wadsworth while keeping the dead-end in place, it would be most appropriate. I believe this is the current plan but just want to be certain

Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

Only concerns here are noise (with lane increase and widening) and keeping landscaping low. Examples of bad "improvements" are in Golden, where median landscaping prevents drivers from seeing other cars. The left turn lane (u-turn) at 9th must remain landscape-free. mitigation

Please provide any additional comments here.

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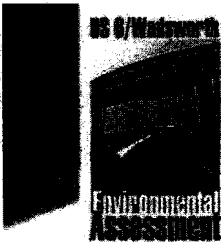
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# Comment Form

First Name: Nora Last Name: Nora

Address: \_\_\_\_\_ City: \_\_\_\_\_ Zip Code: \_\_\_\_\_

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

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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Please provide any additional comments here.

Gateways shown on chart are expensive. Don't present high-end alternatives and value-engineer them down to nothing.

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# Comment Form

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ Zip Code: \_\_\_\_\_

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

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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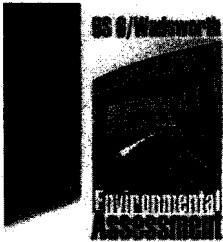
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Please provide any additional comments here.

Stabilize McEntyre Gulch

Issues of on-ramp at 6<sup>th</sup> + Carr St. (cars go backward/wrecks)

Keep ramp at 6<sup>th</sup> + Carr



# Comment Form

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

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

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

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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Please provide any additional comments here.

McEntyre Gulch Culvert Sized to reduce upstream floodplain

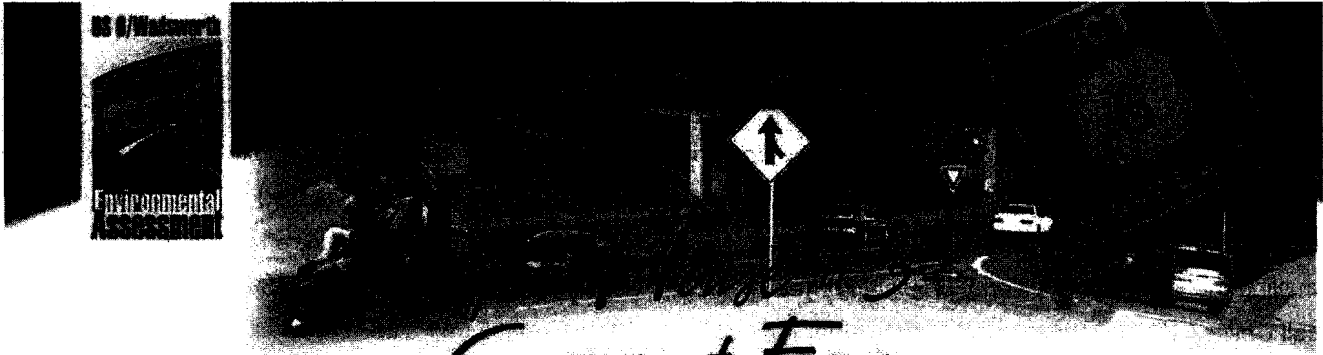
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# Comment Form

First Name: [REDACTED] Last Name: [REDACTED]  
Address: [REDACTED] City: Denver Zip Code: 80222  
Email Address: \_\_\_\_\_  Yes, add me to the US 6/Wadsworth mailing list

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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Please provide any additional comments here.

frontage road re-route thru Storage - 2way -  
up to 8<sup>th</sup> Ave.

improve drainage with road improvements



# Comment Form

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

Address: \_\_\_\_\_ City: \_\_\_\_\_ Zip Code: \_\_\_\_\_

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

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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Please provide any additional comments here.

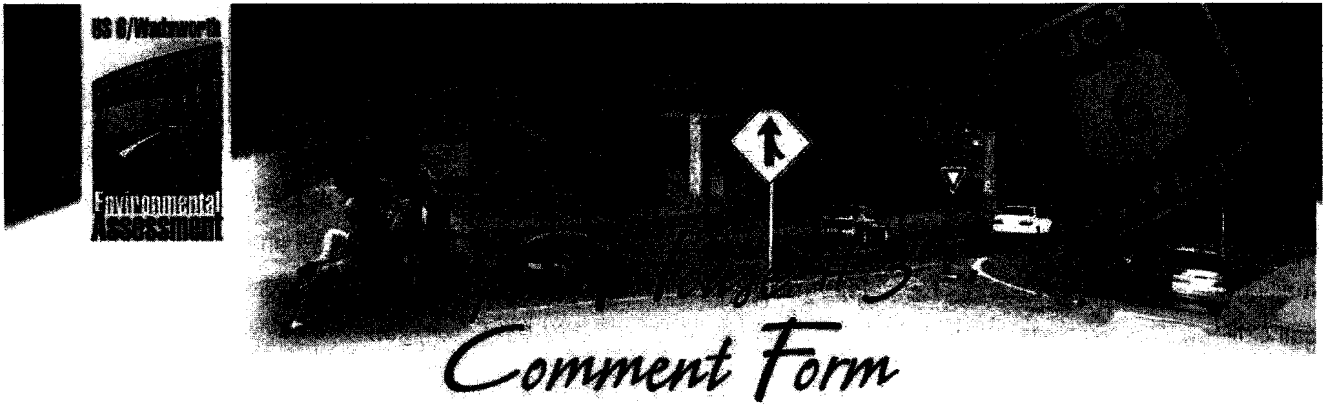
SW 8' vs. 10'

encourage not accomodate pedestrians + bicyclists

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First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_  
Address: \_\_\_\_\_ City: Lakewood Zip Code: \_\_\_\_\_  
Email Address: \_\_\_\_\_  Yes, add me to the US 6/Wadsworth mailing list

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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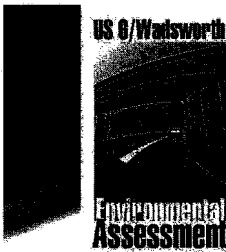
Please provide any additional comments here.

would vote against project. Feels the real  
congestion issue is further east on 6<sup>th</sup> Ave.  
near I-25, Federal, Sheridan

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# Comment Form

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

Address: [redacted] City: Lakewood Zip Code: 80214

Email Address: \_\_\_\_\_  Yes, add me to the US 6/Wadsworth mailing list  
Already on mailing list

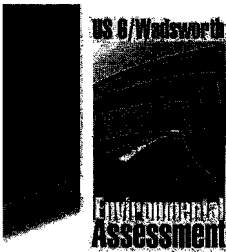
Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?  
I would have preferred the SPUT but this will do. I'm concerned about the ped/bike accessibility thru the hoop.

Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?  
It would be really nice to have separate right turn lanes.

Please provide any additional comments here.  
I'm disappointed to learn that you don't have adequate funds. We have been looking forward to these improvements. Since I travel Wadsworth more frequently than 6th Ave, I would like to see Wadsworth improvements first.  
Thank you for these public information meetings!



# Comment Form

First Name: [redacted] Last Name: [redacted]  
 Address: [redacted] City: Lakewood Zip Code: 80214  
 Email Address: [redacted]  Yes, add me to the US 6/Wadsworth mailing list

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

Unfortunately, it does have a greater private property impact in NE corner  
 Still concerned about traffic flows for + in Two Creeks Neighborhood.

Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

especially with 8' (or wider sidewalks) and 10" median and dedicated turn lanes

Please provide any additional comments here.

Opportunity for ped/bike crossing ~~between~~ between 6th & 10th?  
 Pedestrian refuges for crossing at 12th and other mid-block locations



# Comment Form

First Name: [redacted] Last Name: [redacted]  
Address: [redacted] City: Lakewood Zip Code: 80232  
Email Address: [redacted]  Yes, add me to the US 6/Wadsworth mailing list  
*- already on, I think.*

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

*Make really careful plans for bicyclists, pedestrians, and transit.*

*Not just "accommodation" but entice people to use those modes to & from the light rail station at 13<sup>th</sup>*

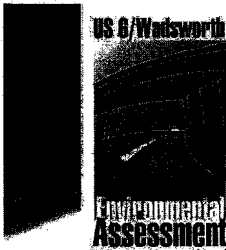
Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

*Make sure enough width for future transit on Wadsworth without any narrow constructions that preclude transit. Work with RTD on future transit plans for Wadsworth. It will happen sometime in planning horizon of 2035.*

Please provide any additional comments here.





# Comment Form

First Name: [redacted] Last Name: [redacted]  
 Address: [redacted] City: Lakewood Zip Code: 80226  
 Email Address: [redacted]  Yes, add me to the US 6/Wadsworth mailing list

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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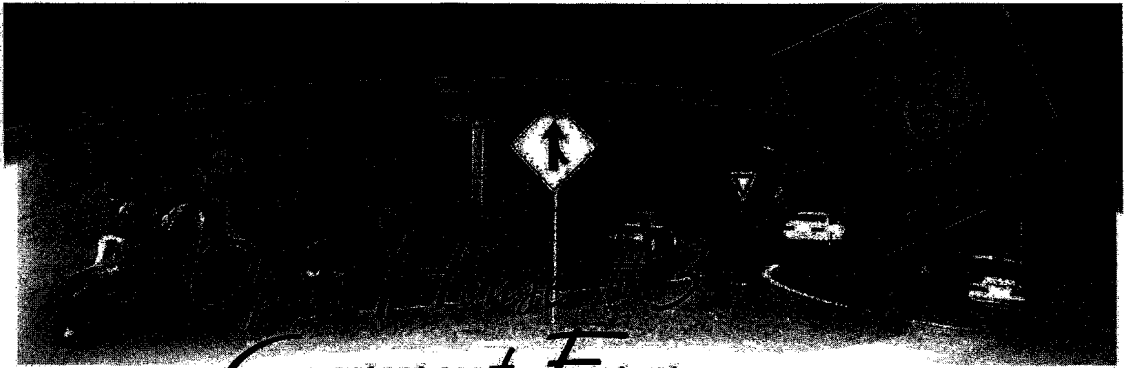
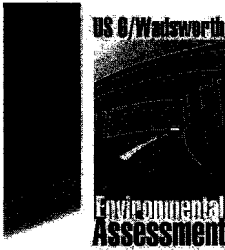
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Please provide any additional comments here.

- Improvement of bicycle/pedestrian access under 6th Avenue is of the utmost importance. A sidewalk adjacent to ~~the~~ Wadsworth is inadequate - there needs to be a buffer zone between Wadsworth and the bike/pedestrian path.
- The project should also reduce the 100-year flood plain through the use of larger culverts and stream channels.



# Comment Form

First Name: [redacted] Last Name: [redacted]  
 Address: [redacted] City: Lakewood Zip Code: 80214  
 Email Address: [redacted] Add me to the US 6/Wadsworth mailing list

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?

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Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?

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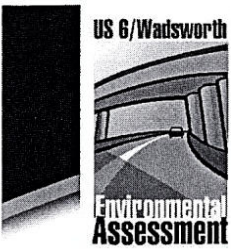
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Please provide any additional comments here.

1) I am in favor of closing Highland at Wadsworth. Left turns are dangerous + traffic sometimes prevents even right turns. Reducing traffic on Highland would improve safety for the children, including mine, in the area.



# Open House #3 Comment Form

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

Address: [redacted] City: Lakewood Zip Code: 80214

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

Do you support the identification of the Tight Diamond with Loop as the Preferred Alternative for the US 6 and Wadsworth Boulevard interchange?  Yes  No

Comments?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Do you support the identification of six lanes with a raised median and sidewalks as the Preferred Alternative on Wadsworth Boulevard?  Yes  No

Comments?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please provide any additional comments here.

The only meeting notice we received arrived after the meeting date.

The information at this session was clear and seemed complete.