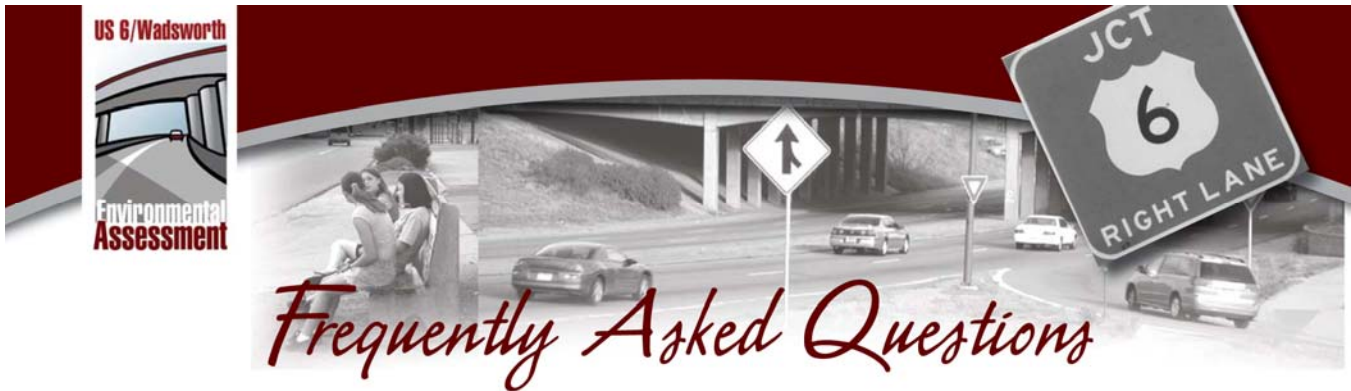


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**Q-1: Why is CDOT conducting this study?**

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)?**

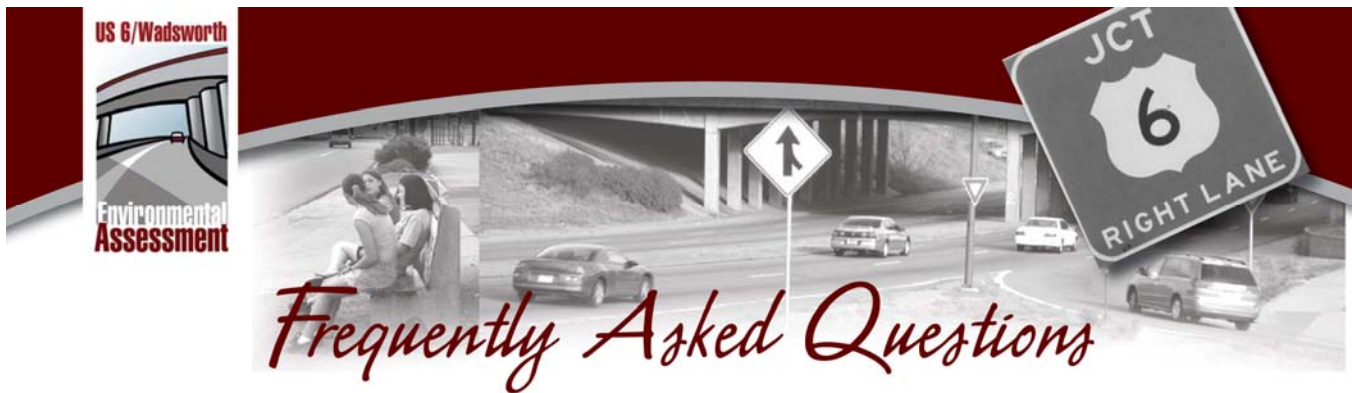
A-2: An EA is a document that describes the effects that a federal action would have on the environment. It also describes the impacts of alternatives to the Proposed Actions and identifies ways to avoid, minimize, or mitigate adverse impacts. The National Environmental Policy Act (NEPA), signed into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

The public is also involved in developing and selecting mitigation measures used to avoid or minimize impacts of the alternative(s), including the proposed noise walls discussed at tonight's noise meeting. 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?**

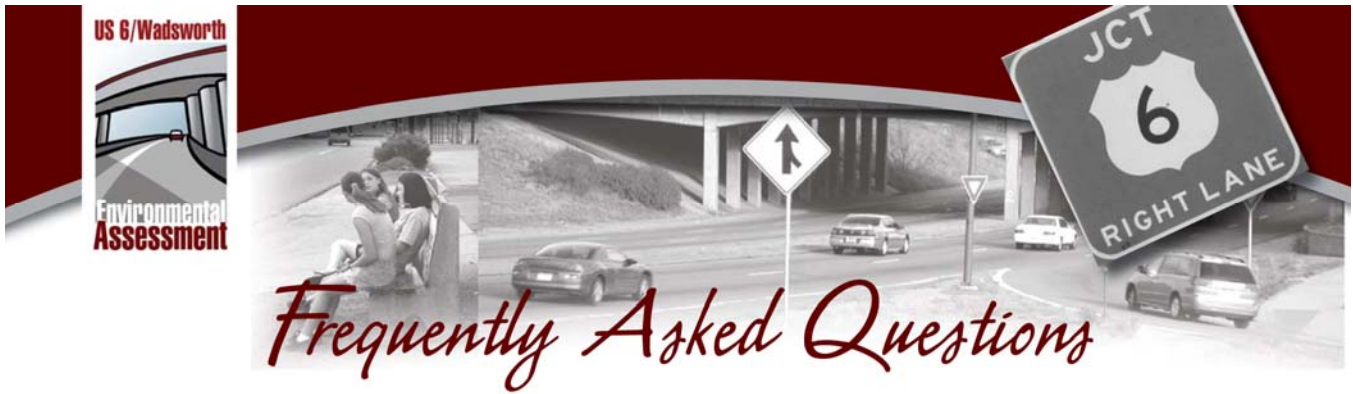
A-8: RTD is a cooperating agency on the study. RTD has jurisdiction over the West Corridor light rail line and station, which are located in the US 6 / Wadsworth study area. RTD is working with CDOT and FHWA to provide necessary information on the West Corridor project and coordinate between the West 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: Will this study take into account traffic impacts of the light rail station and increased development along the light rail line?**

A-10: The study is using 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.

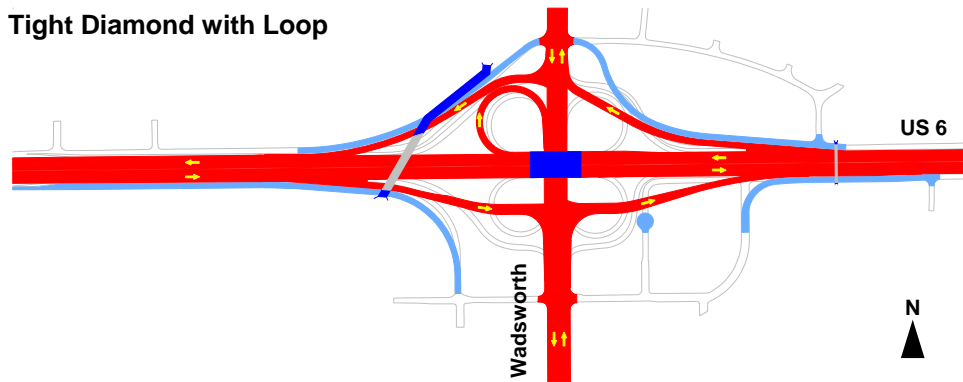


# Frequently Asked Questions

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

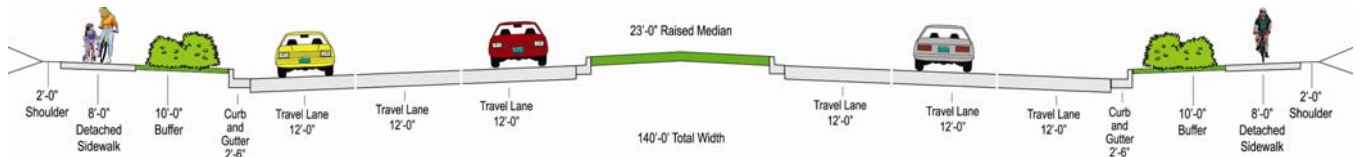
## Q-11: What are the options for improvements?

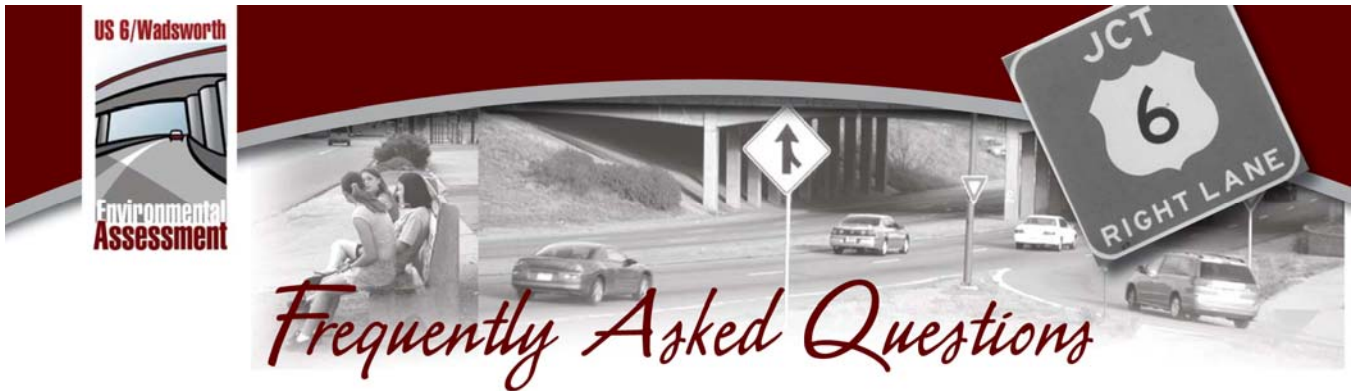
A-11: A Preferred Alternative has been identified for the US 6 and Wadsworth interchange and for Wadsworth Boulevard between 4th and 14th Avenues. CDOT has identified the Tight Diamond with Loop as the proposed configuration for the interchange. The interchange will have standard entrance and exit ramps similar to the interchange at US 6 and Indiana Street, but a new loop will be constructed in the northwest quadrant of the interchange to accommodate traffic moving from westbound US 6 to southbound Wadsworth Boulevard in the evening rush hour. This is the highest volume traffic movement at the interchange, and the loop will allow this traffic to exit US 6 onto Wadsworth Boulevard without turning left at a traffic signal.



CDOT has identified six travel lanes with a raised median and sidewalks as the proposed design for Wadsworth Boulevard between 4th and 14th Avenues. The basic elements of the design are shown below.

## Wadsworth Boulevard Typical Section





**Q-12: Will the project change traffic operations on the frontage roads?**

A-12: Traffic operations on frontage roads north of US 6 would be changed as part of the proposed interchange improvements. Traffic operations on frontage roads south of US 6 would remain the same, although the frontage roads would be reconstructed in the vicinity of the interchange.

Northeast of the interchange, the current design concept proposes a new two-way frontage road connection to Wadsworth in the approximate location of the existing Highland Drive intersection. Highland Drive and Broadview could both be accessed from the frontage road. Cars would be able to turn right to and from northbound Wadsworth and the new frontage road. Cars would be able to turn left onto the new frontage road from southbound Wadsworth.

Northwest of the interchange, the current design concept proposes a new two-way frontage road connection to Wadsworth across from the existing Highland Drive intersection. Cars would be able to turn right to and from southbound Wadsworth and the new frontage road. Cars would be able to turn left onto the new frontage road from northbound Wadsworth. The frontage road would change to a one-way westbound road just west of the existing 6th Avenue Business Center.

**Q-13: Who makes the final decision about project improvements?**

A-13: 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-14: How will my property be affected? Are you going to acquire my property?**

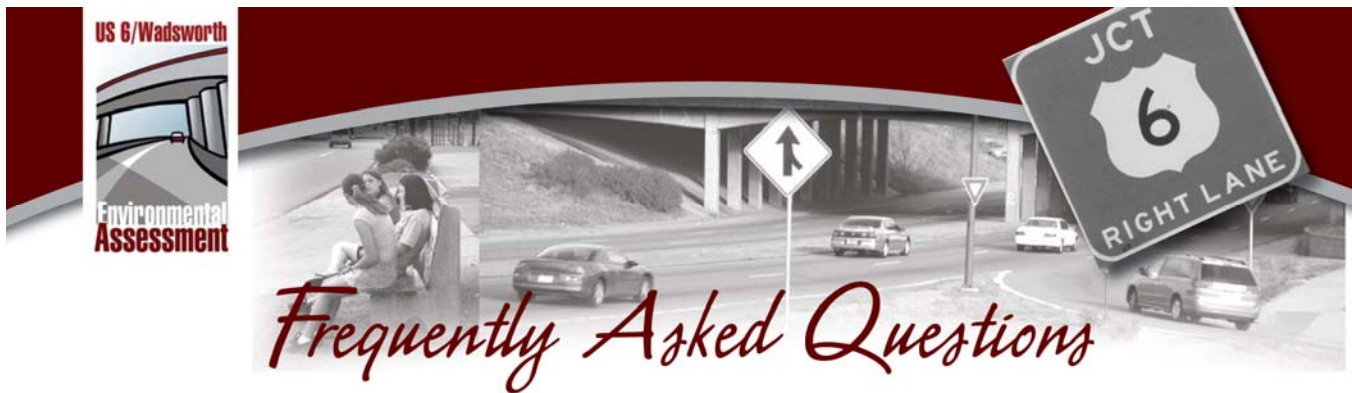
A-14: Preliminary estimates of property impacts have been developed for the Preferred Alternative. Maps of the preliminary estimates can be viewed at the project website, [www.US6Wadsworth.com](http://www.US6Wadsworth.com). The maps are located on the Study Documents page in the list of Open House #3 Display Boards: Tight Diamond with Loop – Preferred Alternative, and Wadsworth Boulevard – Preferred Alternative.

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 reconfiguration of frontage roads.

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 contact you and provide the opportunity to schedule a meeting 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-15: Will the project construct noise walls along 6th Avenue west of Wadsworth?**

A-15: 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. Currently, analysis shows that new noise walls would be provided on both sides of US 6 between Wadsworth Boulevard and Garrison Street. Additionally, any existing noise walls that are demolished to allow for interchange reconstruction will be replaced to continue to provide appropriate noise mitigation.

**Q-16: How will the project affect traffic in neighborhoods?**

A-16: 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-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.

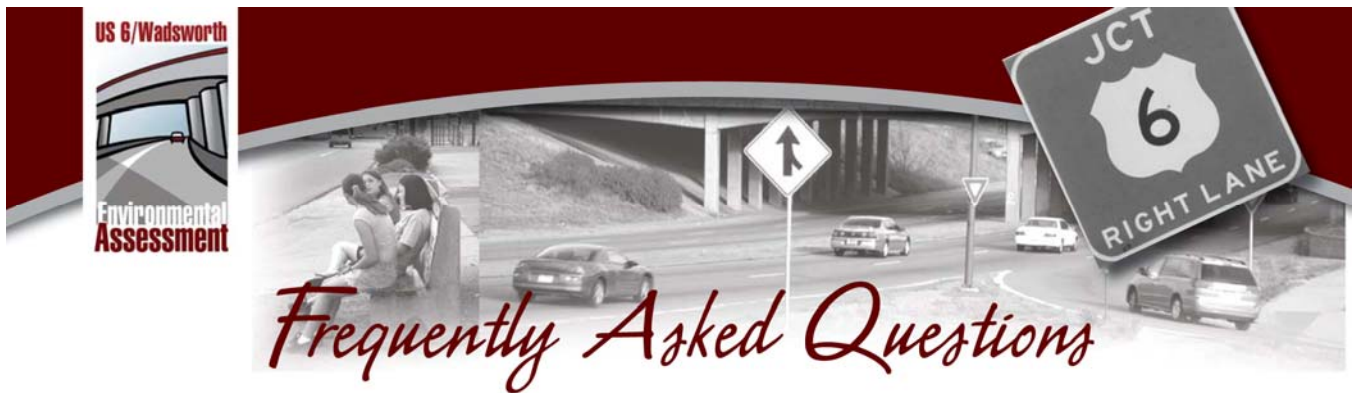
**Q-18: Will the project be constructed at the same time as other major construction projects in the area?**

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-20: 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.