

Roberts, Colleen/DHO

From: jill coffman [coffman_j@msn.com]
Sent: Monday, July 13, 2009 5:36 PM
To: Roberts, Colleen/DHO
Subject: RE: US 6/Wadsworth Public Hearing and Environmental Assessment

I would like to complain that noise levels at wadsworth is very loud, so additional lanes do not help my cause.

Thank you

From: Colleen.Roberts@CH2M.com
To: Colleen.Roberts@CH2M.com
Date: Thu, 9 Jul 2009 16:26:28 -0600
Subject: US 6/Wadsworth Public Hearing and Environmental Assessment

CDOT is pleased to announce the publication of the US 6/Wadsworth Environmental Assessment for public review. Please join us at the upcoming public hearing on Wednesday July 22, 2009 from 5:00 to 7:30 p.m. at the Lakewood City Council Chambers in Lakewood, Colorado. Our Summer 2009 newsletter provides more details on the Environmental Assessment, the public hearing, and ways you can provide input during the public review period.

Click on the link below to access the Summer 2009 newsletter.
<http://www.dot.state.co.us/us6Wadsworth/Pdfs/Summer2009Newsletter.pdf>.

Thank you,
US 6/Wadsworth Project Team
Colleen Kirby Roberts, AICP
Public Involvement Manager
CH2M Hill
1515 Wazee Street, Ste. 380
Denver, CO 80202
720-286-0914 phone

Pat Banker

patbanker1@comcast.net

Date: July 14th, 2009

1 { Thank you for this opportunity to comment. I took a look at the proposed design and my only concern is that it doesn't appear to improve the pedestrian situation. With light rail going in just a few blocks north this is an opportunity to provide safe pedestrian and bicycle access and should be looked at carefully. We live near this intersection and would like to see a pedestrian/bicycle bridge over 6th Avenue. There is no safe walking or bicycling access across 6th Avenue from Perry Street to Simms. Please consider this request in your plans.

Kind regards, Pat Banker

~~1~~

2



CF3

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

We welcome your comments on the US 6 and Wadsworth Environmental Assessment and Draft Section 4(f) Evaluation! Please print clearly and provide enough detail to ensure our understanding of your comments. Your comments will be considered by the Federal Highway Administration prior to making a decision about the project and will be addressed in the Decision Document (anticipated Fall 2009).

1 } Given that Lakewood has very strict signage/advertising regulations for businesses, how will business access be affected during construction? Will businesses in the area be allowed signage (directional) during construction that they would not normally be allowed? Will sections of Wadsworth be blocked off that will adversely affect business access? How will this issue be addressed?

2 }



CF4

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

We welcome your comments on the US 6 and Wadsworth Environmental Assessment and Draft Section 4(f) Evaluation! Please print clearly and provide enough detail to ensure our understanding of your comments. Your comments will be considered by the Federal Highway Administration prior to making a decision about the project and will be addressed in the Decision Document (anticipated Fall 2009).

1 Sound walls are a blessing to the property next to them; however they create a wind tunnel affect which brings trash in large quantities to the adjacent properties. Any possibility the engineers can prevent this trash problem?

Perhaps being on the north edge of the frontage road?

Or find the trash source and enforce existing fine structure.

2 7373 W 6th Ave. Could the driveway be reconfigured to allow for solid south edge sound wall on property? Perhaps a joint driveway to the west for this and the property to the east? Then the sound wall could be totally on the north side of the two-way frontage road all the way to Crescent Lane.



Public Hearing Comment Form

CFI

First Name: [REDACTED] Last Name: [REDACTED]
 Address: [REDACTED] City: [REDACTED] Zip Code: [REDACTED]
 Email Address: _____

We welcome your comments on the US 6 and Wadsworth Environmental Assessment and Draft Section 4(f) Evaluation! Please print clearly and provide enough detail to ensure our understanding of your comments. Your comments will be considered by the Federal Highway Administration prior to making a decision about the project and will be addressed in the Decision Document (anticipated Fall 2009).

Above is my address. I am very concerned with the possible U-Turn for people turning north from 6th Ave to Wadsworth. I am concerned about traffic backing up and causing the possibility of rear-end collisions. Need to be very observant about traffic flow on the 9th Ave area.

Public Hearing Comment Form

CR

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

We welcome your comments on the US 6 and Wadsworth Environmental Assessment and Draft Section 4(f) Evaluation! Please print clearly and provide enough detail to ensure our understanding of your comments. Your comments will be considered by the Federal Highway Administration prior to making a decision about the project and will be addressed in the Decision Document (anticipated Fall 2009).

- 1. Seniors over 80 would be more willing to give up driving if circulator buses will circulate around neighborhood + to such points as to Light Rail points, Red Rocks, _____, Belmar, etc. Others would find this helpful near library (safety benefit)
- 2. I would favor a ballot to push up date for 6th Avenue to Downtown. Especially (uninterrupted) service to Downtown.

1. Seniors over 80 would be more willing to give up driving if circulator buses will circulate around neighborhood and to such points as to Light Rail points, Red Rocks, _____, Belmar, etc. Others would find this helpful near library (safety benefit).
 2. I would favor a ballot to push up date for 6th Avenue to Downtown. Especially (uninterrupted) service to Downtown.

P R O C E E D I N G S

①

MICHAEL SEAL: My name is Michael Seal and I

live at 8230 West Eighth Avenue. This is two blocks from
 Sixth Avenue and it's a slightly higher elevation. I am
 concerned about the construction of the new sound wall as
 I think it might make the noise pollution at my house
 worse. The current proposal calls for building two walls
 out of concrete on either side of Sixth Avenue. If they
 do this, I will receive both direct sound and the
 reflected sound from the far wall at my house. What I am
 suggesting is that CDOT spend approximately 3 percent
 more money to build sound-absorbant sound walls so that
 it will actually reduce the sound at my house and other
 peoples' houses at this elevation. There would only be a
 3 percent cost difference, and I think it is worth it for
 the long term benefit of these residents.

②

DAVID GREEN: This is in regard to McIntyre

Gulch. Lakewood City was going to improve the gulch --
 stabilize the gulch, the banks of the gulch and this was
 to be done between Carr and Wadsworth where all the
 property owners are losing 2 to 3 feet of property every
 year into the gulch. The gulch is going deeper, wider.
 What impact is working on Sixth Avenue going to have on
 this project? All other problems on the gulch or a lot
 of the problems have been fixed over the past year. Now

8

1 it is time for this section to be fixed, according to
2 Lakewood. The funding should come from the Colorado
3 water people and Lakewood. This section is probably the
4 last section of the gulch that is eroding.

9

5 GEORGE SHERMAN: They are going to increase
6 the size of the culvert where it goes under Wadsworth and
7 it goes into that new Two Creeks Park north of Tenth
8 Avenue. Where the water goes through that park, it then
9 goes back underground into another culvert for
10 approximately 1 to 1 1/2 blocks along Tenth Avenue.

11 Since they are increasing the culvert leading into Two
12 Creeks Park, are they going to increase the size of the
13 culvert that leads out? Because that is a real flood
14 problem. Every time we have a moderate rain, the water
15 goes over the top of that culvert along Tenth Avenue,
16 especially where it crosses Teller.

10

17 BRIAN LAMKE: I own a building that is on
18 Sixth Avenue at 7727 West Sixth Avenue. On the proposed
19 site you have a noise wall that starts at the beginning
20 of the building. It's going to block all of the signage;
21 it's a commercial building. What I would like them to do
22 is move that wall to the back of the building -- at least
23 behind the building. It's supposed to be 15 feet, and
24 it's too tall. It will block all the signage -- moving
25 the beginning of the wall westward to the building or to

1 the back of the property. This would allow the signage
2 to be unobstructed.

3 (10) (11) KIM FRAZER: My concern is the noise during
4 construction. I live on Fifth Avenue, so not far at all
5 from where the construction will be taking place. And I
6 imagine it will be a long construction period; one to two
7 years, something like that. So I'm just curious if they
8 have taken that into consideration at all. Do they have
9 any plans to at least contain the hours or the noise
10 levels, anything that would improve that whole situation
11 during that time frame?

12 (The proceedings were concluded at 7:31 p.m.,
13 on Wednesday, July 22, 2009.)
14
15
16
17
18
19
20
21
22
23
24
25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

(12) MR. RANDY NICHOLS: My name is Randy Nichols and I'm 29 years old times three. And my primary concern is I would like to see some method for pedestrians and bicyclists to go over -- or under 6th Avenue without having to deal with the traffic. There are a couple of examples of where this has been done. One is on Kipling where the -- Clear Creek goes under Kipling -- I think it's about 38th or so -- and that works. And there's another one on I-70 -- again, about 38th or so -- that's an overpass. And I don't know how effective that is. But anyway, that may be nice to have.

There's one minor problem with underpasses. And if anybody here was here on Monday, sometimes when you

2
1 get pretty dramatic weather -- and two years ago, I worked
2 down in the vicinity of 11th and Decatur. And the
3 Lakewood Gulch used to have a bike path through there.

4 About two years ago, a lady was pushing her baby through
5 there. And we had a humongous storm, and this big surge
6 of water came through and she lost her child. So that's
7 the downside of underpasses.

8 It would be nice not to have to deal with the
9 traffic to get from south -- from north of 6th Avenue
10 south. I have a lot of friends that ride bikes. And I
11 can tell you for sure, we don't ever use Sheridan because
12 there's always the chance a big chunk of concrete is going
13 to fall down on your head. And Wadsworth is a little
14 safer, but not as convenient. That's my wish. Thank you.

15
16
17
18
19
20
21
22
23
24
25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20

21 (13) MS. CELIA GREENMAN: Hi. I'm Celia Greenman.
22 I'm not quite as old as Randy. The question I have when
23 you were speaking about the noise impacts, you said that
24 there had been other options considered beside the noise
25 walls. Could you tell me what those were?

1 MS. MANDY WHORTON: I can't -- this is just
2 the official comments. So we can respond to that then; or
3 if you want, I can talk to you about what those other
4 options are. But we're not --

5 (13) MS. CELIA GREENMAN: Okay. My concern is that
6 we live behind -- we live north of the 6th Avenue area,
7 and we're in a -- topographically, we're a little bit
8 higher. So we get quite a lot of the noise from 6th
9 Avenue right there. With the noise walls, as they're
10 proposed, we're thinking that if -- that that will just
11 channel more noise up into that area.

12 So my question would be -- I guess -- I guess
13 that's more a question than a comment -- would be to
14 consider having some material that is more noise absorbent
15 than just concrete, because that is just a noise
16 reflector, particularly with -- when you would have the --
17 the two walls on either side of 6th Avenue reflecting all
18 that noise. So it could get quite loud. But I'd like to
19 talk to you afterwards about that. Thank you.

20
21
22
23
24
25

1

2

3

4

5

6

7

8

MS. GLENNIS FLEMMING: Can I come up without signing up?

9

10

MR. TIM EVERSOLL: You certainly may. Come up -- and again, just state name and address and --

11

12

(14) MS. GLENNIS FLEMMING: I am Glennis Flemming, and I live at 7865 West 8th Avenue. And as we were

13

14

15

16

17

18

19

20

21

22

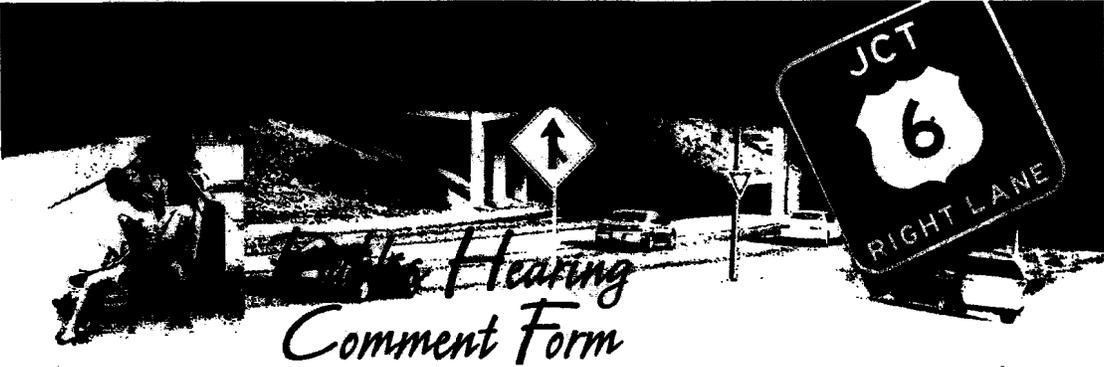
23

looking to see about all the noise barriers, we were told that there would be no noise barriers on the northwest side of the exchange, because the homes are all too far back. I would like to know what myself and my neighbors could do to have somebody come and check the noise decibels in our backyards. Because the overpass is quite high on -- on 6th, and it throws the noise over -- even in the summer, the trees don't cut the noise. And it comes into our yards. And I'd like to know what we could do to have somebody come and check it. Thank you.

24

25

MR. TIM EVERSOLL: Anyone else? Any other comments?



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

We welcome your comments on the US 6 and Wadsworth Environmental Assessment and Draft Section 4(f) Evaluation! Please print clearly and provide enough detail to ensure our understanding of your comments. Your comments will be considered by the Federal Highway Administration prior to making a decision about the project and will be addressed in the Decision Document (anticipated Fall 2009).

- 1) The proposed roadway improvements @ Cr & Wadsworth represent the best solution to our existing traffic problems.
- 2) Specifically for the residential zone @ the N.E. quadrant, the encouragement of commercial and through traffic should be greatly diminished. To that end the new sound wall should not only reduce the noise, but will also visually define the boundaries of separation.
- 3) Once the service road is re-configured and the sound wall installed, prominent new signage will be needed to aid in the establishment of new patterns of use.



Public Hearing Comment Form

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

We welcome your comments on the US 6 and Wadsworth Environmental Assessment and Draft Section 4(f) Evaluation! Please print clearly and provide enough detail to ensure our understanding of your comments. Your comments will be considered by the Federal Highway Administration prior to making a decision about the project and will be addressed in the Decision Document (anticipated Fall 2009).

1 I AGREE THE 6th AVE. AND WADSWORTH BLVD. INTER-CHANGE NEEDS TO BE UPDATED TO SAFELY HANDLE THE EVER INCREASING AMOUNT OF AUTOMOBILE TRAFFIC. BUT I HOPE THERE WILL BE AN ELEVATED SENSE ~~of~~ of importance given to the design for maximum pedestrian and bicycle safety. 2 ALTERNATE MODES OF TRANSPORTATION WILL INCREASE ON WADSWORTH BLVD. WITH THE COMPLETION OF THE RTD WADSWORTH LIGHT RAIL STATION, AND AS OUR SOCIETY AND ECONOMY CHANGES.

3 THESE TWO VERY LARGE PUBLIC TRANSPORTATION PROJECTS BEING DEVELOPED WITHIN CLOSE PROXIMITY TO EACH OTHER OFFERS AN EXTRAORDINARY OPPORTUNITY TO SET AN EXAMPLE OF HOW ALTERNATE MODES OF TRANSPORTATION CAN BE SUPPORTED IN CONJUNCTION WITH MORE TRADITIONAL AUTOMOBILE TRAFFIC. PLEASE GIVE PEDESTRIANS AND BICYCLISTS YOUR FULL ATTENTION IN THE BUILDING OF THIS PUBLIC PROJECT.

Respectfully,
 Scott Koop
 WARD 2, LAKEWOOD

Whorton, Mandy/DHO

From: Susandhurst@aol.com
Sent: Saturday, August 01, 2009 6:00 PM
To: Roberts, Colleen/DHO
Cc: Pjelofson@aol.com; EnvironInfNetwk@aol.com; joanseem@msn.com; gkmarsh@gmail.com
Subject: Re: US 6/Wadsworth Public Hearing and Environmental Assessment

1 { I reviewed your EIS and did not see a photo of our townhomes. We are right off 6th and VANCE; and we will be greatly impacted by this project. Noise, added dust of everyday traffic - before, during and after the project - the Webster street apartments provide some buffer and the homes directly south of the frontage road as well. With these gone the sound on the second floor where our bedrooms are will be unbearably loud. It's loud now, I just CAN'T imagine how LOUD it will be with backed up traffic, demolition, constant noise of heavy trucks, earth moving.

2 { How is this going to affect the 'settling' of our home? The addition of the sound wall made a bit of settling, but this will be another matter entirely.

3 { I would think that this section of our townhome's would be considered for relocation - it will be next to impossible to get in or out of our driveways!!

Would it be possible to have a telephone conversation with SOMEONE regarding this Monday?

Susan Elofson-Hurst
303-233-6677

In a message dated 7/9/2009 8:27:36 P.M. Mountain Daylight Time, Colleen.Roberts@CH2M.com writes:

Susan, thanks for letting me know. Occasionally the CDOT server doesn't load for a brief period of time. You might try visiting it again. If it still doesn't load through the link, you can go to www.US6Wadsworth.com, and the newsletter is the first link on the Project Documents page. The home page will load as long as the CDOT server is working. If you still end up having problems, you should be receiving a hard copy of the newsletter in the mail, and I can email you an electronic version as well.

Thanks, and have a good evening,

Colleen Kirby Roberts, AICP
 Associate Planner
 CH2M Hill - Downtown Denver
 1515 Wazee Street, Ste. 380
 Denver, CO 80202
 720-286-0914 phone

From: Susandhurst@aol.com [mailto:Susandhurst@aol.com]
Sent: Thursday, July 09, 2009 5:49 PM
To: Roberts, Colleen/DHO
Subject: Re: US 6/Wadsworth Public Hearing and Environmental Assessment

Your link does not work, I also tried to copy the link to my browser bar and the site would not

(17)

load.

Susan Elofson-Hurst
303-233-7766

In a message dated 7/9/2009 4:26:53 P.M. Mountain Daylight Time, Colleen.Roberts@CH2M.com writes:

CDOT is pleased to announce the publication of the US 6/Wadsworth Environmental Assessment for public review. Please join us at the upcoming public hearing on Wednesday July 22, 2009 from 5:00 to 7:30 p.m. at the Lakewood City Council Chambers in Lakewood, Colorado. Our Summer 2009 newsletter provides more details on the Environmental Assessment, the public hearing, and ways you can provide input during the public review period.

Click on the link below to access the Summer 2009 newsletter.
<http://www.dot.state.co.us/us6Wadsworth/Pdfs/Summer2009Newsletter.pdf>.

Thank you,
US 6/Wadsworth Project Team
Colleen Kirby Roberts, AICP
Public Involvement Manager
CH2M Hill
1515 Wazee Street, Ste. 380
Denver, CO 80202
720-286-0914 phone

Dell Studio XPS Desktop: Save up to \$400 - Limited Time Offer

Friend, Fawn/DEN

From: Susandhurst@aol.com
Sent: Saturday, August 01, 2009 8:50 PM
To: Roberts, Colleen/DHO; Seyed.Kalantar@dot.state.co.us; Whorton, Mandy/DHO; bmurphy@lakewood.org; Governor.ritter@state.co.us; senator_bennet@bennet.senate.gov; Senator_Salazar@salazar.senate.gov; ken@kengordon.com; kkellen@lakewood.org; Svstack@aol.com; CWise@lakewood.org; dkoop@lakewood.org; danderson@lakewood.org; sking@lakewood.org; cbaroway@lakewood.org; epeterson@lakewood.org; apaul@lakewood.org; tqinn@lakewood.org
Cc: Pjelfson@aol.com; joanseem@msn.com; gkmarsh@gmail.com; jim.dileo@state.co.us; pgibson@jeffco.org; nneelan@jeffco.org; clay.brown@state.co.us; Scott.Babcock@state.co.us; jerrie.mckee@state.co.us; udfcd@udfcd.org; klloyd@raqc.org; lmugler@drcog.org; Gina.McAfee@jacobs.com; david.hollis@rtd-fastracks.com; vzebauer@jeffco.us; esabina@drcog.org; rthompson@drcog.org; nathan.moore@state.co.us; david.beckhouse@fta.dot.gov; margaret.k.langworthy@usace.army.mil; susan_linner@fws.gov; david.w.rigirozzi@hud.gov; nancy.steinberger@dhs.gov; joe.shieffelin@state.co.us; Eversoll, Tim/DEN; Bgremartin@aol.com
Subject: US 6/Wadsworth Public Hearing and Environmental Assessment

I have concerns regarding additional indoor dust/pollution health issues; additional buildup on appliances/electronics/furnace/air conditioning units; and possible power surges/spikes.

* Will C-DoT regularly clean the exterior of our building?

* Provide Uninterrupted Power Backup System's for all of our major appliances and electronics;

* 1 (one) Ion Air Cleaner per floor (3 floors) of our home to prevent additional wear from the above (dust/dirt and power surges or outages from this project)?

Please look at your map, I'm at 544 Vance, in our building, 10 families would be affected and possibly 2 from the building directly East of us that's closest to the frontage road. I think you should make a personal visit to check this out yourself. Seriously, I am inviting everyone in this email to call and come out to stand in my second floor bedroom that faces 6th Avenue. Then go out and stand in my bedroom's balcony. Don't bother trying to make phone calls from the patio (even though we have a garage to 'buffer' noise), you can't hear the conversation from the blaring traffic. I will begin taking appointments at 9:00 a.m. 3 days a week starting this week.

You will need to make prior arrangements as we have had to 'burglar proof' the exterior of our townhome, so access is limited. After the existing sound wall was built we discovered that the traffic noise drowns out sounds of people trying to break into your home from the back side (North side faces 6th Avenue). I was home during one of these break-in attempts.

The sound wall on the frontage road was NOT in place when we purchased our home here; 6th Avenue noise got louder when and after the wall was built. I was told by C-DoT crew (yes, I have this on film) that the EIS only addressed ground floor living space noise; not second floor space.

I want to make sure you get the 'true affect' of the noise and dirt/dust issues that will be a health issue for MY family. I look forward to hearing from you ~ I really do!

Susan Elofson-Hurst
 Paula Elofson-Gardine
 303-233-6677

10/12/2009

Whorton, Mandy/DHO

From: Singer, David [David.Singer@dot.state.co.us]
Sent: Wednesday, August 05, 2009 8:52 AM
To: susandhurst@aol.com
Subject: Thank you for your comment on the 6th and Wadsworth Environmental Assessment
Attachments: Re: US 6/Wadsworth Public Hearing and Environmental Assessment; US 6/Wadsworth Public Hearing and Environmental Assessment

Ms. Hurst,

My name is David Singer, Colorado Department of Transportation (CDOT) Environmental Project Manager for the 6th Avenue and Wadsworth Boulevard Environmental Assessment (EA). Seyed Kalantar, PE, and Colleen Roberts forwarded copies of your two emails dated August 1st, 2009, attached.

Thank you for reviewing the EA and for providing comments. Your comments related to noise, air pollution, construction impacts and right-of-way relocation are important issues and will be included as a part of the public record. During this public comment period, the project team has been gathering written comments as well as comments submitted at the July 22nd Public Hearing.

Once the public review period is completed, CDOT and Federal Highway Administration (FHWA) will consider all received comments when issuing a decision document. This decision document (expected Fall 2009) will address all comments received and will include official responses from CDOT and FHWA. The document will provide details about mitigation of the project impacts and will clarify if there are any changes to the preferred alternative that result from the public's input.

I have attached a link to the EA as well as the Noise Technical Memorandum, completed in November 2008.

<http://www.dot.state.co.us/US6Wadsworth/default1.htm>

<http://www.dot.state.co.us/US6Wadsworth/docs/Noise%20Assessment%20Summary%20Report.pdf>

If you have additional comments on the Document or Tech Memo, please submit them to either myself or Colleen Roberts (Colleen.Roberts@ch2m.com). The public comment period ends on August 26th.

David Singer

Environmental Project Manager
Colorado Department of Transportation
Region 6
2000 South Holly St
Denver, CO 80222
(303) 757-9930
David.Singer@dot.state.co.us

8/27/2009

Whorton, Mandy/DHO

From: Susandhurst@aol.com
Sent: Wednesday, August 05, 2009 10:58 AM
To: David.Singer@dot.state.co.us
Cc: Roberts, Colleen/DHO; Seyed.Kalantar@dot.state.co.us; BMurphy@lakewood.org; christopher.r.smith@state.co.us; Congressman.EdPerlmutter@capitolenews.com; councilwomankoop@msn.com; david.w.rigirozzi@hud.gov; dkoop@lakewood.org; doug@councilmananderson.com; epeterson@lakewood.org; Gregory.Hayes@dot.state.co.us; KatBea@lakewood.org; keith@keithking.org; kkellen@lakewood.org; boher_@msn.com; HerbstJA@aol.com; Bgremartin@aol.com; CouncilWoman@aol.com; Whorton, Mandy/DHO; danderson@lakewood.org; tquinn@lakewood.org; jim.dileo@state.co.us; clay.brown@state.co.us; Scott.Babcock@state.co.us; rthompson@drcog.org; margaret.k.langworthy@usace.army.mil; Eversoll, Tim/DEN

Subject: Questions on new Interchange project

Mr. Singer,

Thank you for your response. Does this mean that I am too late in asking questions or making comments? (re: public meeting July 22, '09 I was out of state) May I ask WHY you have not send direct mailings to the maximally exposed population in the Stonebridge Townhomes complex? Please consider the comments below, and respond most specifically to those comments I have highlighted in red. I am asking for a responses to these issues.

The issue is more than the noise, its deadly PM2.5, VOCs & aldehydes from demolition and earth moving! The large trees have helped buffer noise, filtered some of the air pollution and highway grit. Removing houses and trees will change the character of this neighborhood significantly and in a very negative way. Additional noise and fugitive dust emissions from this project, on top of what we already have had to put up with since the wall was put in, will make this neighborhood undesirable as a residential neighborhood.

This was a nice, quiet neighborhood when we purchased our townhome here, until the sound wall was put in, which pushed the highway noise up and over to our property. This created significant noise to the 2nd floor bedrooms in our building, as that highway noise bounced directly to that level. It also caused settling in the area, evidenced by cracks appearing in our driveway, carports, garages, patios, etc. Will CDOT compensate us and/or relocate us for that impact?

Additional noise adds stress, which impacts quality of life and health. There are plenty of scientific studies that validate this point. Will they be working on this project during night time hours? What about the most sensitive populations, that being the elderly, pregnant women and children? Has your EIS/EA taken that into consideration?

Sue has Post Traumatic Stress Syndrome with fibromyalgia, which are severely affected by this kind of noise, pollution, and heavy vibration activity, which will be ongoing for several years. Paula has asthma (pollution reactive), and prior exposure that created hypersensitivity to asphalt/petroleum fumes. Both of us would be greatly negatively impacted by the disruption, vibration, noise and pollution from this project, and in our cases, it could be life threatening. We feel this makes us candidates for relocation, with CDOT purchasing our property and paying to move us to another location.

(19)

- 8 { **Does this EIS address noise for second floor living?** I couldn't find a reference for it.
- 9 { **Considering the drastic change of topography will our building of townhomes be considered for relocation?** One of the homes directly North of us that faces the frontage road (south side of Sixth Avenue and Vance) looks like it will be removed. That is **one of the homes** that has been a buffer for noise from traffic for our building.
- 10 { I agree that this much needed interchange would be a wonderful improvement for commuters. Unfortunately, residents in our building will have their quality of life negatively impacted by this project. I hope we can have meaningful exchange in trying to figure out answers to our concerns.

Susan Elofson-Hurst
Paula Elofson-Gardine
 544 Vance Street
 Lakewood, CO 80226

In a message dated 8/5/2009 8:52:44 A.M. Mountain Daylight Time, David.Singer@dot.state.co.us writes:
 Ms. Hurst,

My name is David Singer, Colorado Department of Transportation (CDOT) Environmental Project Manager for the 6th Avenue and Wadsworth Boulevard Environmental Assessment (EA). Seyed Kalantar, PE, and Colleen Roberts forwarded copies of your two emails dated August 1st, 2009, attached.

Thank you for reviewing the EA and for providing comments. Your comments related to noise, air pollution, construction impacts and right-of-way relocation are important issues and will be included as a part of the public record. During this public comment period, the project team has been gathering written comments as well as comments submitted at the July 22nd Public Hearing.

Once the public review period is completed, CDOT and Federal Highway Administration (FHWA) will consider all received comments when issuing a decision document. This decision document (expected Fall 2009) will address all comments received and will include official responses from CDOT and FHWA. The document will provide details about mitigation of the project impacts and will clarify if there are any changes to the preferred alternative that result from the public's input. I have attached a link to the EA as well as the Noise Technical Memorandum, completed in November 2008.

<http://www.dot.state.co.us/US6Wadsworth/default1.htm>
<http://www.dot.state.co.us/US6Wadsworth/docs/Noise%20Assessment%20Summary%20Report.pdf>

If you have additional comments on the Document or Tech Memo, please submit them to either myself or Colleen Roberts (Colleen.Roberts@ch2m.com). The public comment period ends on August 26th.

David Singer
 Environmental Project Manager
 Colorado Department of Transportation
 Region 6
 2000 South Holly St
 Denver, CO 80222
 (303) 757-9930
David.Singer@dot.state.co.us

I reviewed your EIS and did not see a photo of our townhomes. We are right off 6th and VANCE; and we will be greatly impacted by this project. Noise, added dust of everyday traffic - before, during and after the project - the Webster street apartments provide some buffer and the homes directly south of the

8/27/2009

**PUBLIC HEARING COMMENT
US 6/WADSWORTH ENVIRONMENTAL ASSESSMENT**

Submitted by: Weston K. Mauz

Date: 12 Aug 2009

Mailing Address:
2227 County Road 214
Silt, Colorado 81652

Email: siltranch@willowwisp.net

Attachments: Maps 1 and 2 (Microsoft PowerPoint file).

Mauz properties impacted by the CDOT "US 6 and Wadsworth" project are located on the SW corner of the intersection of W 14th Ave and Wadsworth Blvd.

Owners: Weston K. Mauz and Henry H. Mauz Jr.

Addresses: 1395 Wadsworth Blvd
7666 W 14th Ave
7676 W 14th Ave
1370 Yukon St
1380 Yukon St

The total area of the properties is described as follows:
150 feet of frontage on Wadsworth Blvd
282.6 feet of frontage on W 14th Ave between Wadsworth Blvd and Yukon St

The properties combined form a rectangle 150 feet by 282.6 feet and, *prior to Wadsworth reconstruction*, comprise a total of 42,390 square feet. It is the intent of Mauz to combine the properties into a single unit at the time of future redevelopment.

Explanation of maps:

Map 1: overview of the Wadsworth Station Core area.

Map 2: detail of Map 1, centered on the W 14th Ave and Wadsworth Blvd intersection.

Features shown, with sources noted below and on the maps:

- **Wadsworth Station Core Area** (purple outline); City of Lakewood.
www.lakewood.org/CPD/pdfs/lightrail/WadsworthPlan.pdf: p.10
- **Wadsworth LR Station and Parking** (purple shaded); RTD.
www.rtd-fastracks.com/image_viewer.php?img=22§ion=wc
- **CDOT Construction Envelope** (red); CDOT.
www.dot.state.co.us/us6wadsworth/MAPBOOK_PublicMeeting_061608.pdf: p.9
- **Mauz properties** (bold yellow outline); parcels: Jefferson County GIS.
jeffco.us/jmap/
- **losses of parking and square footage** (orange), computed by Mauz.
- **Current Location of Proposed CDOT Detention Pond** (blue); CDOT.
www.dot.state.co.us/us6wadsworth/MAPBOOK_PublicMeeting_061608.pdf: p.9
- **Possible Alternative Pond Location** (blue), suggested by Mauz.

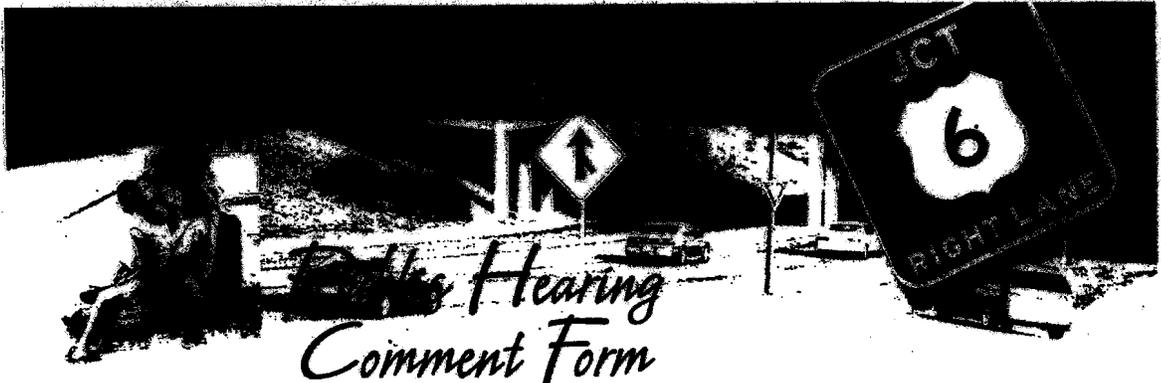
COMMENTS

1. CDOT construction envelope: impacts to property use and commercial value.

- 1 { Within the CDOT construction envelope, 34% of existing parking spaces at the 1395 Wadsworth (Mauz) commercial property will be immediately lost to the Wadsworth widening project (Map 2). The total area of the combined Mauz parcel will be reduced by 12% (5100 sq ft), permanently reducing its commercial value.
- 1 { The likely immediate impact to the Mauz commercial property is loss of income to the tenant, resulting in inability to meet rent, and ultimate loss of the tenant. Reduced parking facility will negatively impact lease potential for the property, resulting in long-term economic loss to Mauz.
- 2 { There are currently no alternative locations that can provide compensatory parking in the proximity of the Mauz commercial property. The configuration of the future parking structure on the east side of Wadsworth is unknown. An allotment of parking spaces in that facility for the businesses on the west side of Wadsworth that will permanently and/or temporarily lose parking area and/or all vehicle access as a result of the reconstruction process should become part of the RTD/City of Lakewood/CDOT planning process.

2. CDOT detention pond: current proposed location, impacts, and suggested alternative.

- 3 { The current location of the proposed CDOT detention pond on the 1355 Wadsworth (Crockett) property, immediately south of the Mauz property, displaces a currently productive business and fragments the southwest quarter of the Station Core (Map 1, Map 2).
- 4 { The pond at its current proposed location would permanently inhibit redevelopment options for the west side of Wadsworth, including Mauz property, that is across from the Station parking facility and within one block of the Light Rail Station.
- 5 { The suggested alternative location indicated at the south end of the 7590 W Colfax property (FirstBank of Colorado) places the pond in a currently open greenspace in the northeast quarter of the Station Core. The alternative location is at the corner of a block where business access and land use potential are not immediately or permanently compromised.



Public Hearing Comment Form

CF7

First Name: _____ Last Name: Gundy
 Address: 85 So Estes St City: LKUD Zip Code: 80226
 Email Address: JFCOMEDATE@GMAIL.COM

We welcome your comments on the US 6 and Wadsworth Environmental Assessment and Draft Section 4(f) Evaluation! Please print clearly and provide enough detail to ensure our understanding of your comments. Your comments will be considered by the Federal Highway Administration prior to making a decision about the project and will be addressed in the Decision Document (anticipated Fall 2009).

N { HAVING USED THE 6TH & WADSWORTH INTERCHANGE FOR SEVERAL DECADES WITHOUT INCIDENT MY QUESTION IS: WHY CHANGE WHAT ISN'T BROKEN? EVERY STOP LIGHT ADDED INCREASES THE LIKELIHOOD OF SERIOUS ACCIDENTS, CLOGGED TRAFFIC & EXTRA POLLUTION FROM IDLING VEHICLES. THE CLOVERLEAF DESIGN HAS PROVEN ITSELF OVER 70 OR MORE YEARS. ADDING ANOTHER SIGNALIZED INTERSECTION WITHIN A BLOCK OF THE EXISTING ONE SPELLS "GAIDLICK", REPLACING A CLOVERLEAF WITH A LEFT TURN ACROSS HEAVY TRAFFIC INVITES ACCIDENTS - ACCIDENTS @ CLOVERLEAFS ELIMINATE.

Y { IS THIS A "STIMULATED MAKE-WORK PROJECT"?

M { LEAVE THE EXISTING DESIGN ALONE, ADJUST THE LANE STRIPING AND SPEED LIMITS FOR ON/OFF TRAFFIC BUT LET THE PROVEN ENGINEERING DESIGN DO ITS JOB, PERHAPS YOU COULD CRACK DOWN ON THE TEXTING, PHONING, EATING & DRINKING DRIVERS INSTEAD?

W { THIS APPEARS TO BE AN UNNEEDED, UNWISE, ANNUAL KILLING, PUBLIC BOON DOGGLE AND WASTE OF PUBLIC FUNDS. * THE "WEAVING" OF TRAFFIC IS A BASIC DRIVING SKILL. PEOPLE WHO CANNOT MANAGE THE TASK CAN'T HEED STOP SIGNALS & TURN ARROWS EITHER.

Environmental Information Network (EIN), Inc.
Paula Elofson-Gardine, Executive Director
Susan Hurst, Publications Director
544 Vance Street
Lakewood, CO 80226
303-233-6677

August 18, 2009

Seyed Kalantar, PE – Project Manager
CDOT-Region 6, Central Engineering
425 B Corporate Circle
Golden, CO 80401
720-497-6955

US 6 & Wadsworth EA
c/o Colleen Kirby Roberts
CH2M Hill Public Involvement Manager
1515 Wazee Street, Suite 380
Denver, CO 80202
720-286-0914

-AND-

Tim Eversoll, PE – Project Manager
CH2M Hill
9193 South Jamaica St.
Englewood, CO 80112
720-286-5137

Re: US 6/Wadsworth Environmental Assessment Public Comment

Dear Sirs and Madame,

The following are our public comments on the above project. We have general comments and **personal concerns** that we would like you to review that appear farther down on pages **18-19** of 19 pages in this public comment document. We also are attaching as part of our comments the World Health Organization Guidelines for Community Noise. We will be sending our primary comments via email without the WHO attachment, and hand delivering the entire package.

1 { This is a project that is very much needed for the city, but it will negatively affect the residents. After reviewing the EA, we feel there are many areas that are too conservative (underestimated) regarding impacts, or does not have proper definition, references, and real time measurements for comparison.

2 { **This project would be better served by having a full Environmental Impact Statement (EIS) done.** We would urge the US EPA to review this EA pursuant to Section 309 of the Clean Air Act (CAA) due to fugitive dust emissions and no apparent plans for effective dust control. At a minimum, appropriate monitoring should be utilized, including PM-10 monitors. The EPA should also evaluate the short and long term effects of the demolition and construction for excess noise and environmental release of pollutants to local environs and residents.

3 { The **CDOT Noise Analysis Procedure; Sound Pressure Levels** graphic from public meetings appears to equate expected construction noise at 50 feet to being between 70 to 90 decibels (*this will damage hearing*). We took our calibrated digital noise meter, and found just sitting at the intersection at 5th and Wadsworth during a light traffic time (no construction), captured readings of 65 to 70 decibels. CDOT's document compares their expected 70-90 decibel range noise from construction to a motorcycle or semi truck driving by.

4 { The State of Colorado allowable noise levels are cited as 55 decibels during the daytime hours of 7:00 a.m. to 7:00 p.m., and 50 dBA between the hours of 7:00 p.m. and 7:00 a.m. Our ambient background noise at our home location outdoor patio is already at 55 dBA from local/US6 traffic. The World Health Organization defines noise annoyance levels to be between 50 to 55 decibels, **and hearing impairment levels start at 70 decibels**. We are particularly

5 { interested in the anticipated hours of operation for this project. Will CDOT be doing construction work overnight to lessen the impact on commuter traffic? What about significant impacts to local residents located around this construction activity? We feel CDOT's analysis has made wrong assumptions based on flawed data or information. This requires further analysis and remedies.

Impacts:

6 { We have personal experience of highway construction in our backyard so to speak. The previous CDOT project that was adjacent to our property at Stonebridge Townhomes B Building (most NW building) was the construction of the US6 Noise Wall, about 5 years or so ago. The workers on this wall construction told us that **the noise impact study did not take into consideration 2nd floor living, which applies to our building**. Because the wall is not tall enough to be effective, it merely pushes the sound up and over to our building. This is a major flaw with highway projects. The noise and vibration estimates are too conservative, as our topography causes the noise and vibration to be funneled, or to flow in our direction through "city canyons" created by the buildings and fences.

7 { The heavy equipment traffic 50 feet north of us was definitely felt in the vibrations conducted to our home, including the "back up" safety alarms, which are extremely loud and disruptive, as they are designed to be. **Example: A Pile Driver at 50 feet is listed in other environmental documents as a noise source generating 110 decibels, and that does not include the impact vibrations being conducted**. No amount of white noise, ear plugs, or other mitigation can help alleviate impacts like this. Even trying to sleep, the construction vibrations were felt in our building. The US6/Wadsworth project will be 50-100 feet west of us, certainly close enough to "feel" the vibrations of the heavy equipment, construction activity, and backed up traffic.

8 { This CDOT EA specifies under Noise Mitigation that the current plan is to extend the noise wall along US6 west from Wadsworth, all the way to Garrison Street. This is completely unnecessary, and a waste of the taxpayers money, that could be put to better use in this project.

9 { The installation itself is highly disruptive to residents and to local structures. If it is not high enough, it merely concentrates and pushes the noise up and out to 2nd floor and higher
10 { structures. The construction itself inserts support pilons that act like tuning forks to conduct

10 { more vibrations from the highway to local homes and businesses, which is more disruptive than leaving it alone. In this case, the current configuration allows the highway noise to naturally disperse without creating a noise bellows so to speak. In our neighborhood, when the section of noise wall was installed on the south side of US6, East of Wadsworth, we found that the noise and vibration situation was much less before the installation. So this has had a negative impact on our quality of life, not an improvement. It did not reduce noise or vibration, it increased it.

12 { The following sound levels table is an excerpt from the Mission Trails Environmental Impact Statement. It provides more realistic sound level comparisons:

**Table 3.5-5
Sound Levels of Typical Noise Sources and Noise Environments
(A-Weighted Sound Levels)**

| Noise Source (at a Given Distance) | Scale of A-Weighted Sound Level in Decibels | Noise Environment | Human Judgment of Noise Loudness (Relative to a Reference Loudness of 70 Decibels*) |
|--|--|--|--|
| Military Jet Take-off with After-burner (50 ft) Civil Defense Siren (100 ft) | 140 130 | Aircraft Carrier Flight Deck | |
| Commercial Jet Take-off (200 ft) | 120 | | Threshold of Pain *32 times as loud |
| Pile Driver (50 ft) | 110 | Rock Music Concert | *16 times as loud |
| Ambulance Siren (100 ft) Newspaper Press (5 ft) Power Lawn Mower (3 ft) | 100 | | Very Loud *8 times as loud |
| Motorcycle (25 ft) Propeller Plane Flyover (1,000 ft) Diesel Truck, 40 mph (50 ft) | 90 | Boiler Room Printing Press Plant | *4 times as loud |
| Garbage Disposal (3 ft) | 80 | High Urban Ambient Sound | *2 times as loud |
| Passenger Car, 65 mph (25 ft) Vacuum Cleaner (10 ft) | 70 | | Moderately Loud *70 decibels (Reference Loudness) |
| Normal Conversation (5 ft) Air Conditioning Unit (100 ft) | 60 | Data Processing Center Department Store | *1/2 as loud |
| Light Traffic (100 ft) | 50 | Private Business Office | *1/4 as loud |
| Bird Calls (distant) | 40 | Lower Limit of Urban Ambient Sound | Quiet *1/8 as loud |
| Soft Whisper (5 ft) | 30 | Quiet Bedroom | |
| | 20 | Recording Studio | Very Quiet |
| | 10 | | |
| | 0 | | Threshold of Hearing |

13 { We would like to refer you to the following article(s) regarding the physiological effects of excess noise found at: http://en.wikipedia.org/wiki/Noise_pollution

Human health effects (Main article: Noise health effects)

Noise health effects are both health and behavioural in nature. The unwanted sound is called noise. This unwanted sound can damage physiological and psychological health. Noise pollution can cause annoyance and aggression, hypertension, high stress levels, tinnitus, hearing loss, sleep disturbances, and other harmful effects.^{[3][4][5]} Furthermore, stress and hypertension are the leading causes to health problems, whereas tinnitus can lead to forgetfulness, severe depression and at times panic attacks.^{[4][6]}

Chronic exposure to noise may cause noise-induced hearing loss. Older males exposed to significant occupational noise demonstrate significantly reduced hearing sensitivity than their non-exposed peers, though differences in hearing sensitivity decrease with time and the two groups are indistinguishable by age 79.^[7] A comparison of Maaban tribesmen, who were insignificantly exposed to transportation or industrial noise, to a typical U.S. population showed that chronic exposure to moderately high levels of environmental noise contributes to hearing loss.^[8]

High noise levels can contribute to cardiovascular effects and exposure to moderately high levels during a single eight hour period causes a statistical rise in blood pressure of five to ten points and an increase in stress^[9] and vasoconstriction leading to the increased blood pressure noted above as well as to increased incidence of coronary artery disease.

Noise pollution is also a cause of annoyance. A 2005 study by Spanish researchers found that in urban areas households are willing to pay approximately four Euros per decibel per year for noise reduction.^[9]

Environmental effects

Noise can have a detrimental effect on animals by causing stress, increasing risk of mortality by changing the delicate balance in predator/prey detection and avoidance, and by interfering with their use of sounds in communication especially in relation to reproduction and in navigation. Acoustic overexposure can lead to temporary or permanent loss of hearing.^[9]

An impact of noise on animal life is the reduction of usable habitat that noisy areas may cause, which in the case of endangered species may be part of the path to extinction. One of the best known cases of damage caused by noise pollution is the death of certain species of beached whales, brought on by the loud sound of military sonar.^[10]

Noise also makes species communicate louder, which is called Lombard vocal response.^[11] Scientists and researchers have conducted experiments that show whales' song length is longer when submarine-detectors are on.^[12] If creatures don't "speak" loud enough, their voice will be masked by anthropogenic sounds. These unheard voices might be warnings, finding of prey, or preparations of net-bubbling. When one species

begins speaking louder, it will mask other species' voice, causing the whole ecosystem to eventually speak louder.

European Robins living in urban environments are more likely to sing at night in places with high levels of noise pollution during the day, suggesting that they sing at night because it is quieter, and their message can propagate through the environment more clearly^[13]. Interestingly, the same study showed that daytime noise was a stronger predictor of nocturnal singing than night-time Light pollution, to which the phenomenon is often attributed.

Zebra finches become less faithful to their partners when exposed to traffic noise. This could alter a population's evolutionary trajectory by selecting traits, sapping resources normally devoted to other activities and thus lead to profound genetic and evolutionary consequences.^[14]

References (3-14)

1. ^ a b Senate Public Works Committee. Noise Pollution and Abatement Act of 1972. S. Rep. No. 1160. 92nd Cong. 2nd session
2. ^ C. Michael Hogan and Gary L. Latshaw. The relationship between highway planning and urision specialty conference. May 21-23, 1973. Chicago, Illinois by American Society of Civil Engineers. Urban Transportation Division
3. ^ a b c S. Rosen and P. Olin, Hearing Loss and Coronary Heart Disease, Archives of Otolaryngology, 82:236 (1965)
4. ^ a b J.M. Field, Effect of personal and situational variables upon noise annoyance in residential areas, Journal of the Acoustical Society of America, 93: 2753-2763 (1993)
5. ^ "Noise Pollution". World Health Organisation. <http://www.euro.who.int/Noise>.
6. ^ Karl D. Kryter, The Effects of Noise on Man, Academic Press (1985)
7. ^ Rosenhall U, Pedersen K, Svanborg A (1990). "Presbycusis and noise-induced hearing loss". Ear Hear 11 (4): 257-63. doi:10.1097/00003446-199008000-00002. PMID 2210099.
8. ^ Jesús Barreiro, Mercedes Sánchez, Montserrat Viladrich-Grau (2005), "How much are people willing to pay for silence? A contingent valuation study", Applied Economics, 37 (11)
9. ^ Effects of Anthropogenic Noise in the Marine Environment
10. ^ Balcomb, Ken (2003-05-12). "US Navy Sonar blasts Pacific Northwest killer whales". San Juan Islander. [http://www.sanjuanislander.com/groups/center for whale research/sonar.shtml](http://www.sanjuanislander.com/groups/center_for_whale_research/sonar.shtml). Retrieved 2006-04-30.
11. ^ www.dosits.org/glossary/pop/lvr.htm
12. ^ Variation in humpback whale (Megaptera novaeangliae) song length in relation to low-frequency sound broadcasts
13. ^ Fuller RA, Warren PH, Gaston KJ (2007). "Daytime noise predicts nocturnal singing in urban robins.". Biology Letters 3: 368-70. doi:10.1098/rsbl.2007.0134.
14. ^ Milius, S. (2007). High Volume, Low Fidelity: Birds are less faithful as sounds blare, Science News vol. 172, p. 116. (references)

14 } A second article excerpt of interest is regarding physiological effects of excess noise pollution: <http://www.infoplease.com/ce6/sci/A0835810.html>

“Noise pollution, human-created noise harmful to health or welfare. Transportation vehicles are the worst offenders, with aircraft, railroad stock, trucks, buses, automobiles, and motorcycles all producing excessive noise. Construction equipment, e.g., jackhammers and bulldozers, also produce substantial noise pollution.

Noise intensity is measured in decibel units. The decibel scale is logarithmic; each 10-decibel increase represents a tenfold increase in noise intensity. Human perception of loudness also conforms to a logarithmic scale; a 10-decibel increase is perceived as roughly a doubling of loudness. Thus, 30 decibels is 10 times more intense than 20 decibels and sounds twice as loud; 40 decibels is 100 times more intense than 20 and sounds 4 times as loud; 80 decibels is 1 million times more intense than 20 and sounds 64 times as loud. Distance diminishes the effective decibel level reaching the ear. Thus, moderate auto traffic at a distance of 100 ft (30 m) rates about 50 decibels. To a driver with a car window open or a pedestrian on the sidewalk, the same traffic rates about 70 decibels; that is, it sounds 4 times louder. At a distance of 2,000 ft (600 m), the noise of a jet takeoff reaches about 110 decibels—approximately the same as an automobile horn only 3 ft (1 m) away.

Subjected to 45 decibels of noise, the average person cannot sleep. At 120 decibels the ear registers pain, but hearing damage begins at a much lower level, about 85 decibels. The duration of the exposure is also important. There is evidence that among young Americans hearing sensitivity is decreasing year by year because of exposure to noise, including excessively amplified music. Apart from hearing loss, such noise can cause lack of sleep, irritability, heartburn, indigestion, ulcers, high blood pressure, and possibly heart disease.

One burst of noise, as from a passing truck, is known to alter endocrine, neurological, and cardiovascular functions in many individuals; prolonged or frequent exposure to such noise tends to make the physiological disturbances chronic. In addition, noise-induced stress creates severe tension in daily living and contributes to mental illness.”

Here is a table excerpted from the World Health Organization (WHO) Guidelines for Community Noise, found at: [http://www.ruidos.org/Noise/WHO Noise guidelines contents.html](http://www.ruidos.org/Noise/WHO%20Noise%20guidelines%20contents.html) Please see the WHO Community Noise Guidelines document, included as an attachment to our comments.

Table 1: Guideline values for community noise in specific environments.

| Specific environment | Critical health effect(s) | L _{Aeq} [dB(A)] | Time base [hours] | L _{Amax} fast [dB] |
|----------------------|--|--------------------------|-------------------|-----------------------------|
| Outdoor living area | Serious annoyance, daytime and evening | 55 | 16 | - |
| | Moderate annoyance, daytime and evening | 50 | 16 | - |
| Dwelling, indoors | Speech intelligibility & moderate annoyance, daytime & evening | 35 | 16 | |

| | | | | |
|---|--|-------|---------------|--------|
| Inside bedrooms | Sleep disturbance, night-time | 30 | 8 | 45 |
| Outside bedrooms | Sleep disturbance, window open (outdoor values) | 45 | 8 | 60 |
| School class rooms & pre-schools, indoors | Speech intelligibility, disturbance of information extraction, message communication | 35 | during class | - |
| Pre-school bedrooms, indoor | Sleep disturbance | 30 | sleeping-time | 45 |
| School, playground outdoor | Annoyance (external source) | 55 | during play | - |
| Hospital, ward rooms, indoors | Sleep disturbance, night-time | 30 | 8 | 40 |
| | Sleep disturbance, daytime and evenings | 30 | 16 | - |
| Hospitals, treatment rooms, indoors | Interference with rest and recovery | #1 | | |
| Industrial, commercial shopping and traffic areas, indoors and outdoors | Hearing impairment | 70 | 24 | 110 |
| Ceremonies, festivals and entertainment events | Hearing impairment (patrons:<5 times/year) | 100 | 4 | 110 |
| Public addresses, indoors and outdoors | Hearing impairment | 85 | 1 | 110 |
| Music and other sounds through headphones/earphones | Hearing impairment (free-field value) | 85 #4 | 1 | 110 |
| Impulse sounds from toys, fireworks and firearms | Hearing impairment (adults) | - | - | 140 #2 |
| | Hearing impairment (children) | - | - | 120 #2 |

| | | | | |
|--|----------------------------|----|--|--|
| Outdoors in parkland and conservations areas | Disruption of tranquillity | #3 | | |
|--|----------------------------|----|--|--|

- #1: As low as possible.
- #2: Peak sound pressure (not LAF, max) measured 100 mm from the ear.
- #3: Existing quiet outdoor areas should be preserved and the ratio of intruding noise to natural background sound should be kept low.
- #4: Under headphones, adapted to free-field values.

3 } There are a few excerpts from the WHO Guidelines for Community Noise document that we feel are directly pertinent to our concerns about prolonged elevated construction noise so close to our residence:

3 Adverse health effects of noise: *The health significance of noise pollution is given in chapter 3 of the Guidelines under separate headings according to the specific effects: noise-induced hearing impairment; interference with speech communication; disturbance of rest and sleep; psychophysiological, mental-health and performance effects; effects on residential behaviour and annoyance; and interference with intended activities. This chapter also considers vulnerable groups and the combined effects of mixed noise sources...The main social consequence of hearing impairment is the inability to understand speech in daily living conditions, and this is considered to be a severe social handicap. Even small values of hearing impairment (10 dB averaged over 2 000 and 4 000 Hz and over both ears) may adversely affect speech comprehension...*

Sleep disturbance is a major effect of environmental noise. It may cause primary effects during sleep, and secondary effects that can be assessed the day after night-time noise exposure. Uninterrupted sleep is a prerequisite for good physiological and mental functioning, and the primary effects of sleep disturbance are: difficulty in falling asleep; awakenings and alterations of sleep stages or depth; increased blood pressure, heart rate and finger pulse amplitude; vasoconstriction; changes in respiration; cardiac arrhythmia; and increased body movements. The difference between the sound levels of a noise event and background sound levels, rather than the absolute noise level, may determine the reaction probability. The probability of being awakened increases with the number of noise events per night. The secondary, or after-effects, the following morning or day(s) are: reduced perceived sleep quality; increased fatigue; depressed mood or well-being; and decreased performance.

*For a good night's sleep, the equivalent sound level should not exceed 30 dB(A) **for continuous background noise, and individual noise events exceeding 45 dB(A) should be avoided.** In setting limits for single night-time noise exposures, the intermittent character of the noise has to be taken into account. This can be achieved, for example, by measuring the number of noise events, as well as **the difference between the maximum sound level and the background sound level.** Special attention should also be given to: noise sources in an environment with low background sound levels; combinations of noise and vibrations; and to noise sources with low-frequency components.*

Physiological Functions...After prolonged exposure, susceptible individuals in the general population may develop permanent effects, such as hypertension and ischaemic heart disease associated with exposure to high sound levels. The magnitude and duration of the effects are

determined in part by individual characteristics, lifestyle behaviours and environmental conditions. Sounds also evoke reflex responses, particularly when they are unfamiliar and have a sudden onset.

Noise exposure may also produce after-effects that negatively affect performance. In schools around airports, children chronically exposed to aircraft noise under-perform in proof reading, in persistence on challenging puzzles, in tests of reading acquisition and in motivational capabilities. It is crucial to recognize that some of the adaptation strategies to aircraft noise, and the effort necessary to maintain task performance, come at a price. Children from noisier areas have heightened sympathetic arousal, as indicated by increased stress hormone levels, and elevated resting blood pressure. Noise may also produce impairments and increase in errors at work, and some accidents may be an indicator of performance deficits.

Social and Behavioural Effects of Noise; Annoyance... Noise above 80 dB(A) may also reduce helping behaviour and increase aggressive behaviour. There is particular concern that high-level continuous noise exposures may increase the susceptibility of schoolchildren to feelings of helplessness. **Stronger reactions have been observed when noise is accompanied by vibrations and contains low-frequency components, or when the noise contains impulses, such as with shooting noise.** Temporary, stronger reactions occur when the noise exposure increases over time, compared to a constant noise exposure.

Sleep Disturbance. Measurable effects of noise on sleep begin at LAeq levels of about 30 dB. However, the more intense the background noise, the more disturbing is its effect on sleep. Sensitive groups mainly include the elderly, shift workers, people with physical or mental disorders and other individuals who have difficulty sleeping.

Sleep disturbance from intermittent noise events increases with the maximum noise level. Even if the total equivalent noise level is fairly low, a small number of noise events with a high maximum sound pressure level will affect sleep. Therefore, to avoid sleep disturbance, guidelines for community noise should be expressed in terms of the equivalent sound level of the noise, as well as in terms of maximum noise levels and the number of noise events. It should be noted that low-frequency noise, for example, from ventilation systems, can disturb rest and sleep even at low sound pressure levels.

When noise is continuous, the equivalent sound pressure level should not exceed 30 dB(A) indoors, if negative effects on sleep are to be avoided. For noise with a large proportion of low-frequency sound a still lower guideline value is recommended. When the background noise is low, noise exceeding 45 dB LAmx should be limited, if possible, and for sensitive persons an even lower limit is preferred. Noise mitigation targeted to the first part of the night is believed to be an effective means for helping people fall asleep. It should be noted that the adverse effect of noise partly depends on the nature of the source. A special situation is for newborns in incubators, for which the noise can cause sleep disturbance and other health effects.

Annoyance. The capacity of a noise to induce annoyance depends upon its physical characteristics, including the sound pressure level, spectral characteristics and variations of these properties with time. During daytime, few people are highly annoyed at LAeq levels below 55 dB(A), and few are moderately annoyed at LAeq levels below 50 dB(A). **Sound levels during the evening and night should be 5-10 dB lower than during the day.** Noise with low-frequency components require lower guideline values. For intermittent noise, it is emphasized that it is necessary to take into account both the maximum sound pressure level and the number of noise events. Guidelines or noise abatement measures should also take into account residential outdoor activities.

Social Behaviour. The effects of environmental noise may be evaluated by assessing its interference with social behavior and other activities. For many community noises, interference with rest/recreation/watching television seem to be the most important effects. There is fairly consistent evidence that noise above 80 dB(A) causes reduced helping behavior, and that loud noise also increases aggressive behavior in individuals predisposed to aggressiveness. In schoolchildren, there is also concern that high levels of chronic noise contribute to feelings of helplessness. Guidelines on this issue, together with cardiovascular and mental effects, must await further research.

1/6 } We would like to offer you some comparisons from a very helpful source regarding the impacts of vibration: <http://www.consultnet.ie/environmental%20vibration.htm>

What is vibration & air over pressure? *Ground-borne vibration can be generated by a number of sources, including road and railways, construction activities such as piling, blasting and tunnelling. Vibration can be defined as regularly repeated movement of a physical object about a fixed point. The parameter normally used to assess the ground vibration is the peak particle velocity (ppv) expressed in millimetres per second (mm/s).*

In order to completely define ground vibration, the amplitude and frequency of the motion are measured in the three orthogonal directions generally in terms of velocity which is considered to be the best descriptor for assessing human comfort and the potential damage response of structures. The vibration velocity signals are summed (in real time) and the maximum amplitude of this vector sum is defined as the Peak Vector Sum (PVS). Vibration can cause varying degrees of damage in buildings and affect vibration-sensitive machinery or equipment. Its effect on people may be to cause disturbance or annoyance or, at higher levels, to affect a person's ability to work. To put vibration levels in context, below is a list of common tasks and the level of vibration they produce:

| | |
|------------------------------|-------------------------|
| <i>Jumping</i> | <i>Up to 250</i> |
| <i>Hammering nail</i> | <i>Up to 100</i> |
| <i>Sliding door</i> | <i>Up to 10</i> |
| <i>Shutting door</i> | <i>Up to 30</i> |

Air overpressure *is energy transmitted from a blast site within the atmosphere in the form of pressure waves. As these waves pass a given position, the pressure of the air rises very rapidly then falls more slowly then returns to the ambient value after a number of oscillations. The maximum excess pressure in this wave is known as the **peak air overpressure**, generally measured in decibels, using the linear (or unweighted) scale to obtain an unfiltered reading of the change in pressure. The unit used is **dB Linear**.*

Vibration generating activities which can cause annoyance and are typically monitored form an environmental impact perspective include:

- *Blasting at mine, quarrying and rock removal during road construction and building basement development.*
- *Piling*

- Demolition
- Road & rail traffic

Blast vibration is very dependent on the sites geological condition, distance to the blast and the blasting technique and amount of explosives used. It can be designed to ensure vibration and air overpressure levels are within acceptable limits. Blast design can be modified by:

- Number of blast holes
- Weight of explosive
- Amount of stemming
- Delay timing

Typical levels measured during construction activities are shown below:

| | |
|---------------------------------------|--|
| Vibratory roller | Up to 1.5mms @ 25m |
| Hydraulic rock breakers | 4.5 mm/s @ 5m, 0.4 @ 20m, 0.1 @ 50m |
| Compactor | 20mm/s @ 5m, <0.3mm/s @30m |
| Pile driving | 1-3mm/s @ 50m depending on soil conditions and piling technique |
| Bulldozer | 1-2mm/s @ 5m, 0.1 @ 50m |
| Truck traffic (smooth surface) | <0.2mm/s @ 20m |
| Truck traffic (rough surface) | <2mm/s @ 20m |

Here are the noise limits according to the State of Colorado and the City of Lakewood:

Colorado Noise Statute

Source: <http://www.nonoise.org/lawlib/states/colorado/colorado.htm>

25-12-103 - Maximum permissible noise levels.

(1) Every activity to which this article is applicable shall be conducted in a manner so that any noise produced is not objectionable due to intermittence, beat frequency, or shrillness. Sound levels of noise radiating from a property line at a distance of twenty-five feet or more there from in excess of the db(A) established for the following time periods and zones shall constitute prima facie evidence that such noise is a public nuisance:

| Zone | 7:00 a.m. to next 7:00 p.m. | 7:00 p.m. to next 7:00 a.m. |
|------------------|-----------------------------|-----------------------------|
| Residential | 55 db(A) | 50 db(A) |
| Commercial | 60 db(A) | 55 db(A) |
| Light industrial | 70 db(A) | 65 db(A) |
| Industrial | 80 db(A) | 75 db(A) |

(2) In the hours between 7:00 a.m. and the next 7:00 p.m., the noise levels permitted in subsection (1) of this section may be increased by ten db(A) for a period of not to exceed fifteen minutes in any one-hour period.

(3) Periodic, impulsive, or shrill noises shall be considered a public nuisance when such noises are at a sound level of five db(A) less than those listed in subsection (1) of this section.

(4) This article is not intended to apply to the operation of aircraft or to other activities which are subject to federal law with respect to **noise** control.

(5) Construction projects shall be subject to the maximum permissible **noise** levels specified for industrial zones for the period within which construction is to be completed pursuant to any applicable construction permit issued by proper authority or, if no time limitation is imposed, for a reasonable period of time for completion of project.

(6) All railroad rights-of-way shall be considered as industrial zones for the purposes of this article, and the operation of trains shall be subject to the maximum permissible **noise** levels specified for such zone.

(7) This article is not applicable to the use of property for purposes of conducting speed or endurance events involving motor or other vehicles, but such exception is effective only during the specific period of time within which such use of the property is authorized by the political subdivision or governmental agency having lawful jurisdiction to authorize such use.

(8) For the purposes of this article, measurements with sound level meters shall be made when the wind velocity at the time and place of such measurement is not more than five miles per hour.

(9) In all sound level measurements, consideration shall be given to the effect of the ambient noise level created by the encompassing noise of the environment from all sources at the time and place of such sound level measurement.

(10) This article is not applicable to the use of property for the purpose of manufacturing, maintaining, or grooming machine-made snow. This subsection (10) shall not be construed to preempt or limit the authority of any political subdivision having jurisdiction to regulate **noise** abatement.

(11) This article is not applicable to the use of property by this state, any political subdivision of this state, or any other entity not organized for profit, including, but not limited to, nonprofit corporations, or any of their lessees, licensees, or permittees, for the purpose of promoting, producing, or holding cultural, entertainment, athletic, or patriotic events, including, but not limited to, concerts, music festivals, and fireworks displays. This subsection (11) shall not be construed to preempt or limit the authority of any political subdivision having jurisdiction to regulate **noise** abatement. **Source: L. 71: p. 648, § 1. C.R.S. 1963: § 66-35-3. L. 82: (10) added, p. 424, § 1, effective March 11. L. 87: (11) added, p. 1154, § 1, effective May 20.**

Am. Jur.2d. See 61A Am. Jur.2d, Pollution Control, § 267.

Residential development of property is not precluded when **noise** emanating onto property exceeds limits set forth in this section. *Einarsen v. City of Wheat Ridge*, 43 Colo. App. 232, 604 P.2d 691 (1979).

Trier of fact to determine mode to use in measuring noise. *Davis v. Izaak Walton League of America*, 717 P.2d 984 (Colo. App. 1985).

Applied in *City of Lakewood v. DeRoos*, 631 P.2d 1140 (Colo. App. 1981).

See City of Lakewood Noise Ordinance (next page)

Lakewood Municipal Code, Title 9: Public Peace and Safety
V. Offenses Against Public Peace, Chapter 9.52: Noise

III. Prohibited Noise-Sound Level Standards

"9.52.140 Construction activities.

Except as otherwise provided in this chapter, no person shall engage in, cause or permit any person to be engaged in construction activities in any residential or commercial district between the hours of nine p.m. of one day and six a.m. of the following day. Construction activities directly connected with the abatement of an emergency are excluded from the provisions of this section. (Ord. O-86-42 § 1 (part), 1986).

9.52.150 Power equipment.

No person shall operate or permit to be operated on any private property, or on the public way within any residential or commercial district(s), any power equipment used for home or building repair or grounds maintenance, or any construction equipment used for construction activities, between the hours of ten p.m. of one day and seven a.m. of the next day. Such power equipment shall include, but not be limited to, lawn mowers, garden tools, snow removal equipment, electric or chain saws, pavement breakers, log chippers, riding tractors, or powered hand tools. (Ord. O-86-42 § 1 (part), 1986)."

18 { Short and long term noise and vibration disturbances of this magnitude, and at this close proximity to residents creates conditions for greater stress and sleep loss. This impacts people's health and welfare by weakening immune systems and impacting chronic conditions such as: musculo-skeletal disorders such as arthritis, fibromyalgia; asthma, allergies, and post traumatic stress syndrome symptoms, etc.

19 { The pylons placed for the US6 sound wall conducts vibrations that were previously undetected. The highway noise was reasonable before the noise wall was constructed. After completion, the noise wall concentrated (increased) and bounced that noise to our 2nd floor bedrooms and patio areas in such a way that people have to raise their voices to be heard. The highway noise is now heard in the courtyard on the south side of our building, echoing to both bedrooms on front and back side of the building. Since the US6 sound wall was installed, when heavy trucks, buses, or motorcycles pass by on US6 that shift their load or use their air brakes, we feel the "clunk" in our building thanks to the vibration conduction by the noise wall supports. This has added stress cracks to our carport, garage, back patio, and north wall in our lower level basement that were not there previous to the installation of new windows in 2004.

20
21 { This US6/Wadsworth Project EA does not sufficiently address seismic vibration conducted to our buildings from heavy trucks, equipment, concrete demolition, jackhammers, earthmoving, and other construction activities. This type of project also causes settling in our area, as demonstrated by the construction of the US6 noise wall. Building demolition and tree removal will necessitate the use of chainsaws across the street and behind us, so we will be surrounded by inordinant levels of nuisance noise and vibration that can irreversibly damage our hearing.

22 { White noise and ear plugs will not alleviate the conduction of sound and vibrations from the project to our home that disrupts sleep, etc. Sound decibels of heavy trucks and equipment being started up and driven back and forth are too conservative in this EA. There will be multiple sources with loud or sharp retorts (air brakes, shifting gears, horns, start up idling, etc.), that have not been accounted for in the estimates. **We are asking CDOT to address the multiplicative effect of the cumulative noise and vibration from all sources associated with the project, added to existing levels of noise and vibration.**

23 { Instead of hearing and seeing local squirrels, birds, foxes, hawks, etc., we will be hearing the blaring heavy truck horns, back up alarms, and demolition activity for the duration of the project, which could be 2 years. After the project, we will no longer be able to enjoy the changing of the leaf colors on the trees because they will have been removed, and many of the local wildlife may have moved on by then to get away from the project irritants. These are significant impacts, not a FONSI. **CDOT needs to do a more realistic comparison of the synergistic effect of these multiple sources of noise and vibration pollution impacts.**

24 { It is highly likely that there will be NO public street parking in front of our townhome complex on Vance with the additional traffic flow coming through our neighborhood which will impact our already limited parking available to us inside the complex.

25 { Behind our Building, which is on the north end of the complex, the driveway to our carports and garages is an elevated dead end with steps at the end. Will CDOT open this up so we have options to drive all the way through to the east parking lot so we can reach the other two exits? Either way, ingress and egress will be made more difficult by the increase in local traffic. If a second exit is created behind our building to give us another through way, we will lose more parking spaces on the east end of our building. This will also increase noisy traffic attempting to get through our back area – making us more vulnerable to crime as well.

26 { When the US6 highway is cleaned, it sends clouds of dust covering our cars, balconies and patio, necessitating closure of all windows and doors. It leaves a fine layer of dust in our home **on everything** (furniture, T.V.'s, lamps, computers, appliances, cabinets, picture frames, plants, flooring...) that needs cleanup the next day. If weather permits, most people want to open their doors and windows to let fresh air and sunshine in. With additional particulate and fugitive dust, that will be a health concern. The particulate from the US6/Wadsworth project, along with "unknown" hazards potentially to include lead based paint, **asbestos**, old transformers with PCB's from the older buildings being demolished, and other potential hazardous chemicals/materials expected to be encountered during construction will be greater than what is generated by highway cleaning, especially during demolition and grading activities.

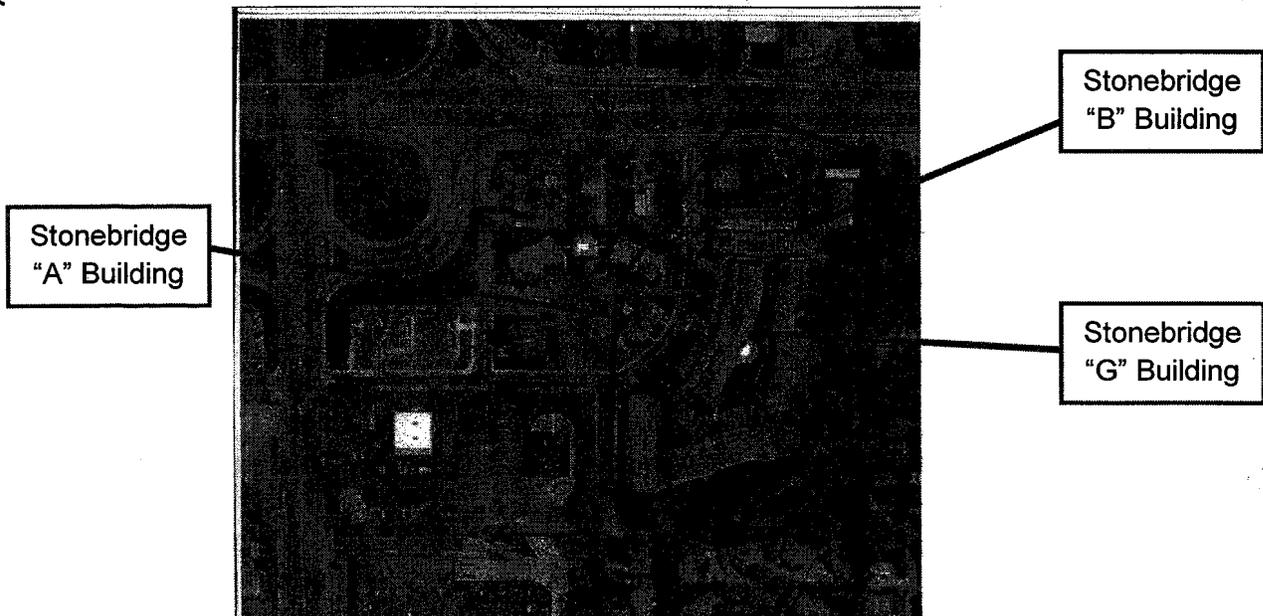
27 { Our neighborhood It is being changed from a quiet residential community to one with large volumes of cut-through traffic as we will now be situated alongside an on-ramp of a busy highway -- **as you are moving it closer to us**. There needs to be a relocation option for those local residents desiring relocation from a neighborhood that will have its character substantially

28 { and negatively affected and changed by the impacts of this project. We feel an EIS is in order because of the air pollution concerns, as well as local flora and fauna effects.

Public Involvement

29 { You did lots of public outreach to many neighborhood communities, including school principals, businesses, Eiber, O’Kane, and Morse Park neighborhood associations, **but failed to contact those closest to the US6/Wadsworth interchange project.** We have concerns about the lack of outreach or direct contact with our community, a maximally exposed/impacted population located on Vance Street next to the project. Our neighborhood should have been involved in the 2007 scoping period. Stonebridge Townhomes comprise the addresses from 420 to 582 Vance Street. How could you miss 84 homes adjacent to the project, yet do outreach to these neighborhood associations so much farther removed?
The first notice we received was a card announcing the July 2009 public meeting, when we were out of town. After we inadvertently found out about the project from an insert in a free newspaper in Green Mountain, and called to find out why we weren’t informed, we received the Summer 2009 Newsletter.

30 { Stonebridge residents and the HOA Board appear to have not received any direct mailings until we requested it several months ago. We asked the Homestead Management Representative Michael Bordas if Stonebridge Townhomes management or the board had any meetings with CDOT about this project and we were told no, there had been no meetings. There is no substitute for contacting each and every homeowner surrounding a project such as this.



31 { Our townhome complex with 84 homes and between 168 to 336 adults and/or children is on Vance Street, between 5th Avenue, and the US6 Frontage Road. There are seven (7) buildings designated A through G in our complex. Three (3) of these buildings, A, **B (ours)**, and G, will be maximally impacted by the sound, vibration, fugitive dust, and other irritants or pollutants from

31 this project. **B Building is the most NW building that is closest to Vance and the 6th Avenue Frontage Road. This building will bear the greatest impact from this project.** Please refer to above illustration with red arrows pointing out A, B, and G Stonebridge Buildings.

Environmental Justice Issues:

Regarding exhibit ES-1: Summary of Impacts and Mitigation, US6/Wadsworth Environmental Assessment section, under Impacts of the Build Alternative cites several items of interest:

32 • "Without noise mitigation, projected noise for residences along US6 would increase 2 to 7 decibels."
○ **We have reasonable cause to believe that this is an understatement. The simple addition of the noise wall along US 6 actually increased the noise to our building by 10 to 15 decibels (dBA). We have a calibrated Digital Sound Level Meter that we have used periodically that has validated this concern.**

33 • "Construction equipment and activities would intermittently generate loud noise."
○ **This is another understatement that needs to be defined more completely. Our references indicate that the intermittent loud noise can spike from 70 (moderately loud, defined by WHO as already damaging to hearing) to 110 decibels (equivalent to a Pile Driver at 50 feet away, or a Commercial jet taking off at 200 feet). This is not MINOR disruptive noise, but would be considered to be very loud nuisance noise that can be damaging to resident's health and hearing. This does not include impact vibration and multiple sources. For night time construction activity, the City of New Jersey adds 10 dBA to noise estimates to account for what should be "quiet" residential sleep times, and how much more disruptive construction activity would be.**

34 • "Approximately 31.1 acres of property would be required from 96 ownerships; acquisitions would range from small slivers of property to entire parcels."
○ **Is this an underestimate of property acquisition?**

35 • "14 residences and 28 businesses would be displaced."
○ **We feel this is a misrepresentation. Consider the 84 residences at Stonebridge, containing 168-336 individuals, and the two large apartment buildings that sit between Webster and Vance Streets. These two neighborhood complexes are sitting adjacent to the construction zone. Those residents that express an interest to be relocated that live in these extremely close residences should be given the option to be relocated with property acquired from owners, and relocation expenses provided.**

36 • "Construction could disrupt access and travel through the project area for residents, businesses, and emergency service providers."

36 { ○ This is a major issue that is unacceptable. CDOT needs to come up with solutions. How are residents supposed to have ingress and egress from their homes during this project, which could last between 1 to 2 years? How are people going to go out, get groceries, and get them back into their homes, especially in inclement weather? What about at-risk children, adults, and medical responders? How about the disabled, such as one of our family members? Like any other neighborhood, we too have emergencies.

• “No disproportionately high and adverse impacts would occur in areas of minority or low-income populations.”

37 { ○ Are you kidding? This is a wrong hypothesis/assertion. There is a mix of population from mid-level income to low-level income in this neighborhood. In particular, we would bring your attention to the “Near Belmar Apartments”, previously known as the “Webster Street Apartments” located between Webster and Vance, just south of the buildings slated to be removed along the current US6 Avenue Frontage Road. This particular set of two (2) buildings is known for their high numbers of LOW INCOME Section 8 Housing residents. They will be right there, within 20 feet of the construction. Our Stonebridge Townhomes Building B, is on Vance, adjacent to the buildings slated to be removed in your EA. It is about 50 to 100 feet from the construction zone. There is a mix of rentals and individually owned property at Stonebridge Townhomes. The homes that have low income people in them are marked by greater numbers of individuals living in those homes to contribute to the overhead.

38 { ○ Environmental Justice guidelines should tell you that there is an inequity here, especially considering that CDOT has done active outreach to neighborhood associations farther removed from this construction site at US6/Wadsworth than for residents at Stonebridge and the Near Belmar Apartments. You did outreach to those property owners that would be directly displaced, but failed to do direct outreach to residents RIGHT at and surrounding the construction zone that would be maximally impacted by the disruption and pollution of dismantling buildings, heavy truck traffic, earthmoving and the like.

• The EA also mentions: “Noise walls will be constructed to reduce noise noticeably at approximately 380 residences.”

39 { ○ In our case, the noise wall installation did not reduce noise, in fact it INCREASED it significantly by 10 to 15 dBA more than before. It did not address 2nd floor living, as the sound walls bounce the noise around even more so because they are not high enough to shield nearby residences. The conduction of highway vibrations was an additional unexpected “bonus” impact of the US6 noise wall. You underestimated the number of residences affected, since you appeared to have overlooked the communities of people south and east of the US6/Wadsworth project.

Personal Concerns:

40 { We are sisters that have lived at our current location for over ten years. In that time, we have remodeled our home extensively, including enclosing the patio, installing a back access door to the garage, replacing all of the windows (bay window, kitchen garden window, energy efficient front window, two energy efficient windows downstairs), security storm doors front and back, remodeled three (2 full & 1 1/2 bath) bathrooms twice, including installing a whirlpool tub in one, and putting in French Doors downstairs in preparation for an additional bathroom and bedroom installation. We also have recently replaced the furnace and hot water heater.

We were preparing to replace sliding glass balcony doors with French Doors to the two balconies; add another full bathroom and moving laundry facilities to the lower level (basement), replacing carpeting with bamboo flooring in preparation to remodel the kitchen and dining area.

41 { Now that we have become aware of the severe impacts of this project, we are NOT moving forward with improvements to our property, as we recognize it may be better to be relocated, due to excessive construction impacts of sound, vibration, vehicular traffic including heavy equipment backup alarms (ear piercing), air brakes, rumbling startups, fugitive dust, structural building issues (plumbing pipes, settling/roofing). The "unknown" contamination is also of concern with the age of the properties slated for demolition. This poses serious negative impacts to our stress levels and health via noise, vibration, and air contamination.

42 { The anticipated difficult logistics of daily coming and going from our location with construction and traffic impeding our only outlet, with the severe health impacts, daily quality of life issues combined with loss of sleep, makes it now a very undesirable location. We will no longer have trees to look at which have acted as noise & pollution buffers, or the Webster to Vance 6th Avenue Frontage Road buildings acting as similar buffers. You will be substantially changing the character of our neighborhood, and quality of life in a negative way.

43 { An asthmatic since childhood, one family member has had several lung injury incidents involving particulate, asphalt, roofing tar, and diesel fumes from projects. An extreme hypersensitivity reaction closed her lungs down, putting her in critical condition for over 3 months. Some of this treatment necessitated leaving town for a period of time to get out of the local ozone levels for recovery. She is now highly sensitive to environmental pollutants including cigarette smoke, particulates, fugitive dust, asphalt, tar, and diesel fumes. Her critical care pulmonologist advised her that further exposure to these types of pollutants in any significant quantity or chronic exposure could be fatal to her. The impacts of this project pose undue burden to health and welfare.

44 { Another close member of our family is disabled. She is very sensitive to environmental pollutants and excess noise and vibration levels, due to musculo-skeletal disease and other debilitating conditions. The drastic negative change in daily quality of life with the noise and vibration increases would be overly burdensome for her condition. The Americans with Disabilities Act (ADA) would apply for accommodation by relocation of this individual.

45 { Because of the their pre-existing medical conditions, and the anticipated impacts of noise, vibration, fugitive dust, and other contaminants from this project, we feel it gives us reasonable cause to point out they are candidates for property acquisition and relocation as soon as possible, before this project commences.

46 { **We are therefore requesting CDOT to acquire our property and relocate us per the "Uniform, Relocation Assistance, and Real Property Acquisition Policies Act of 1970, as amended."** Our neighbors on Webster Street were already notified that their property will be acquired when funding comes through. They received the relocation packet and booklet from CDOT. We are requesting a relocation packet and booklet from CDOT be sent out to us.

47 { Should CDOT be inclined to relocate us away from this project, we would consider our personal concerns about the project to no longer be valid.

We appreciate your time and consideration of these public comments on the US6/Wadsworth Environmental Assessment, and look forward to your response. If you need further information or comment, please feel free to contact us by phone at 303-233-6677, at the address listed at the public comments header, or our email address: environinfnetwk@aol.com , or our personal emails at pjelofoon@aol.com, or susandhurst@aol.com.

Respectfully Submitted,

Paula Elofoon-Gardine

Paula Elofoon-Gardine
Executive Director

Susan Elofoon-Hurst

Susan Elofoon-Hurst
Publications Director

Attachment:

World Health Organization (WHO) Guidelines for Community Noise

Celia Greenman
P.O. Box 261153
Lakewood, CO 80226

303-274-8768
mgseal@earthlink.net

August 23, 2009

Mr. Tim Ebersoll, P.E, Project Manager
CH2M Hill
9193 S. Jamaica Street
Englewood, CO 80012

Re: US6 and Wadsworth Blvd EA, BICH2M Hill Project No. 358660

Dear Mr. Ebersoll,

1 { I have read through the Noise Technical Memorandum and feel that the report is incomplete on grounds of the locations where measurement was performed and the mitigation that is proposed.

2 { The effect of sound is not only a function of the linear distance from the source, but of **topography**. At our home, 8230 W. 8th Ave, during the morning (generally 6:00 a.m. to about 9 a.m.) we hear sound that is equally as loud as that within 50 ft of 6th Ave. The noise typically subsides during the day, as indicated in your report, and increases again around the time of the evening rush hour. The loudness is due to the fact that the house sits topographically higher (about 30 ft, based on GPS data) than the highway, and it exceeds CDOT's 66 dBA Noise Abatement Criteria. We invite you to measure the sound in the backyard at our house or any of the houses along the street, or we would be happy to furnish you with the supporting data. **CDOT's guidelines** state that noise mitigation should be considered for any receptor or group of receptors where predicted traffic noise levels, using future traffic volumes and roadway conditions, equal or exceed CDOT's Noise Abatement Criteria. My address falls into this category.

3 {

4 { We welcome the implementation of noise walls along 6th Ave, but not if their construction exacerbates the decibel level at our location. Under Noise FAQs, which was part of the Summer 2009 Newsletter of the US6/Wadsworth Environmental Assessment, Q-15 asks, "How are **noise reflections** from buildings and barrier walls considered?" the answer was that "some of the sound is diffracted over the barrier. In the case of parallel barriers, however, studies have shown that if two walls are constructed very close together, there is a potential for multiple reflections that may perceptibly increase noise levels." The two sound walls on either side of 6th Ave could act as parallel reflectors.

5 { To better ensure that sound at even higher decibel level than at present is not transmitted to nearby residences, I ask that **construction material other than concrete be considered for the noise barriers**. Concrete is a strong reflector

Celia Greenman
P.O. Box 261153
Lakewood, CO 80226

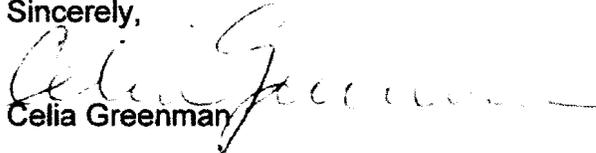
303-274-8768
mgseal@earthlink.net

5 } of sound. The **cost benefit** paragraph in the EA does not discuss the
6 } construction material of the noise barrier walls, but I suggest that **recycled tires**
be evaluated, similar to that which has been constructed along 6th Ave between
Alkire and Coors streets. It has been called attractive and effective by local
residents (*Looking at Lakewood*, vol. 24, issue 6, December 2008).

7 } The objective of mitigation is to provide benefit to a population, but also to not
worsen a bad situation for a portion of the population. I suggest that modeling
and field tests be performed to determine how rubber would perform with regard
to sound absorption, sound reflection, and cost. It could prove a win-win
situation and also be highlighted as a "green" project.

Thank you for your consideration.

Sincerely,


Celia Greenman



DENVER CO 802
24 AUG 2009 PM 3 L

Celia Greenman
8230 West 8th Ave
Lakewood, CO 80214

S3

Evercoll

Mr. Tim Ebersoll, P.E., Project Manager
CH2M Hill
9193 S. Jamaica Street
Englewood, CO 80012

NIS



80112+5546

Celia Greenman

August 25, 2009

Comment sent via project website

Mr. Tim Ebersoll, P.E, Project Manager
CH2M Hill
9193 S. Jamaica Street
Englewood, CO 80012

Re: US6 and Wadsworth Blvd EA, BICH2M Hill Project No. 358660

Dear Mr. Ebersoll,

I have read through the Noise Technical Memorandum and feel that the report is incomplete on grounds of the locations where measurement was performed and the mitigation that is proposed.

The effect of sound is not only a function of the linear distance from the source, but of topography. At our home, 8230 W. 8th Ave, during the morning (generally 6:00 a.m. to about 9 a.m.) we hear sound that is equally as loud as that within 50 ft of 6th Ave. The noise typically subsides during the day, as indicated in your report, and increases again around the time of the evening rush hour. The loudness is due to the fact that the house sits topographically higher (about 30 ft, based on GPS data) than the highway, and it exceeds CDOT's 66 dBA Noise Abatement Criteria. We invite you to measure the sound in the backyard at our house or any of the houses along the street, or we would be happy to furnish you with the supporting data. CDOT's guidelines state that noise mitigation should be considered for any receptor or group of receptors where predicted traffic noise levels, using future traffic volumes and roadway conditions, equal or exceed CDOT's Noise Abatement Criteria. My address falls into this category.

We welcome the implementation of noise walls along 6th Ave, but not if their construction exacerbates the decibel level at our location. Under Noise FAQs, which was part of the Summer 2009 Newsletter of the US6/Wadsworth Environmental Assessment, Q-15 asks, "How are noise reflections from buildings and barrier walls considered?" the answer was that "some of the sound is diffracted over the barrier. In the case of parallel barriers, however, studies have shown that if two walls are constructed very close together, there is a potential for multiple reflections that may perceptibly increase noise levels." The two sound walls on either side of 6th Ave could act as parallel reflectors.

To better ensure that sound at even higher decibel level than at present is not transmitted to nearby residences, I ask that construction material other than concrete be considered for the noise barriers. Concrete is a strong reflector of sound. The cost benefit paragraph in the EA does not discuss the construction material of the noise barrier walls, but I suggest that recycled tires be evaluated, similar to that which has been constructed along 6th Ave between Alkire and Coors streets. It has been called attractive and effective by local residents (Looking at Lakewood, vol. 24, issue 6, December 2008).

The objective of mitigation is to provide benefit to a population, but also to not worsen a bad situation for a portion of the population. I suggest that modeling and field tests be performed

to determine how rubber would perform with regard to sound absorption, sound reflection, and cost. It could prove a win-win situation and also be highlighted as a "green" project.

Thank you for your consideration.

Sincerely,

Celia Greenman
P.O. Box 261153
Lakewood, CO 80226
303-274-8768



City of Lakewood

Office of the Mayor
Bob Murphy

480 S. Allison Parkway
Lakewood, CO 80226-3127
303-987-7040 Voice
303-987-7057 TDD
303-987-7063 FAX

August 24, 2009

Syed Kalantar, P.E.
Project Manager
CDOT Region 6, Central Engineering
425 B Corporate Circle
Golden, CO 80401

RE: City of Lakewood comments on US 6/Wadsworth Environmental Assessment including Improvements on Wadsworth Boulevard from 4th to 14th Avenues

Dear Mr. Kalantar:

Thank you for the opportunity to provide comments on this Environmental Assessment. The City believes that improvements to Wadsworth and the Wadsworth/US 6 interchange are greatly needed and appreciates the work to date by the team led by CDOT.

Transportation Improvements for the Proposed Build Alternative

• **Reduced congestion**

- 2 [] ○ Three through lanes in each direction combined with controlled median access will provide significant congestion reduction on Wadsworth.
- 3 [] ○ The US 6/Wadsworth interchange has been identified by DRCOG as one of 18 "chokepoints" on the regional freeway system. The proposed layout is expected to relieve congestion on US 6 traffic flow.

• **Improved safety and driver comfort**

- 4 [] ○ Controlled median access management on Wadsworth greatly reduces the number of left turn conflicts to/from businesses and side streets.
- 5 [] ○ Interchange layout eliminates weaving conflicts. On and off ramps include longer acceleration/deceleration merge lanes making it safer to transition between speeds of the interchange ramps, US 6, and Wadsworth.

• **Improved bicycle and pedestrian safety and mobility**

6 [Throughout the EA process, citizens identified pedestrian and bicycle safety as one of the most important issues to address (as identified in the Purpose and Need statements on Page 1-1 and the public comment on Page 1-5). The North Wadsworth Boulevard Corridor Plan and other adopted Lakewood plans also identify the need to improve conditions for pedestrians, bicyclists, and transit users along and across the Wadsworth Boulevard corridor and the Build Alternative provides an excellent opportunity to do so.

7 [○ On Page 1-5, Wadsworth Boulevard is identified as "...an important component of bicycle mobility in Lakewood because it offers the only opportunity for bicycles to cross US 6 in the 2.5 mile stretch between Sheridan Boulevard and Garrison Street." Wadsworth Boulevard is a critical link in the Lakewood bicycle system for this reason and it is important to capitalize on the opportunity to provide a safe, convenient crossing of US 6 at Wadsworth Boulevard. With the future light rail station at 13th Avenue and Wadsworth Boulevard, this crossing will become even more important with the expected increase in pedestrians and bicyclists accessing the station from Belmar and other areas south of US 6.

8 [○ On Page 3-7 of the EA, concern is raised about out-of-direction travel or unsafe mid-block crossings by pedestrians on Wadsworth if the pedestrian/bicycle crossing at Lakewood Gulch is not constructed. The proposed new Lakewood Gulch drainage culvert under Wadsworth will include an additional section for a trail crossing. Future plans for trail system along Lakewood Gulch can connect to this new crossing. A future connection from the new Wadsworth sidewalks could also provide a grade separated crossing for pedestrians/bicyclist could eventually be constructed (by others). We support the installation of the widened box culvert during project construction and future completion of this crossing.

9 [○ The EA acknowledges that visibility for pedestrians and bicyclists at the interchange ramps, while slightly improved over existing conditions, would remain poor with the Build Alternative (Page 3-7). The EA addresses measures that will be considered during final design to improve visibility and safety of these crossings (Pages 3-7 and 3-8). We strongly support inclusion of these proposed mitigation options.

10 [○ Continue sidewalks along Wadsworth (on both the east and west sides) and through the interchange area. Detached sidewalk provides a safer and more comfortable buffer between pedestrians and vehicle traffic

11 [○ Safer controlled crossings through the interchange area. Potential to incorporate a grade separated (underpass) of the loop ramp in the NW quadrant (determination of feasibility during final design).

• **Improved frontage road system**

12 [○ Revised configuration proposed by the neighborhood and adopted as a study recommendation reduces neighborhood cut through traffic in northeast quadrant.

- 13 [○ Improves access to adjacent businesses in the northwest quadrant of the interchange.
- **Improved transit connection's and operations**
- 14 [○ Three through lanes in each direction on Wadsworth provides for bus stop sites without need for additional turn-out lanes.
- 15 [○ Interchange bridge carrying U.S. 6 is long enough to accommodate future transit needs along Wadsworth should they be developed.

Environmental Improvements for Proposed Build Alternative

• **Noise Walls**

- 16 [○ Over 2 miles of proposed new noise walls would mitigate noise levels along US 6 between Garrison and Wadsworth. Includes extended noise mitigation around the interchange area.
- 17 [○ The City of Lakewood appreciates the opportunity to work with area residents and CDOT to provide input on design elements related to noise mitigation (Page 3-11) during final design.

• **Drainage**

- 18 [○ Drainage culverts and channels will accommodate the 100-year storm events, reducing the probability of flooding and overtopping of Wadsworth and adjacent properties.

• **Water Quality**

- 19 [○ Permanent water quality features provide treatment for surface water runoff
- 20 [○ The EA proposes a water quality pond at 1355 Wadsworth Boulevard. This parcel is zoned Transit Mixed Use-Station Core and is less than one block from the future light rail station at 13th Avenue and Wadsworth Boulevard. A great deal of planning has been done for this area with substantial effort from the City and area citizens. The area was rezoned by the City of Lakewood in 2007 to allow for higher-density transit oriented development (Station Core Area). Future aggregation of parcels is very likely because of the proximity to the Wadsworth major light rail station. Locating a water quality pond on this parcel is not conducive to implementing the long-term vision of the adopted plans and adopted zoning.
- 21 [We understand that detention / water quality facilities in this area are necessary for the Build Alternative and based on current conditions, the identified parcel

may be an appropriate location for a water quality pond. However, during final design we would support CDOT in considering locally regionalized detention / water quality possibilities and/or coordinating these efforts with private development in the area to design a combined water quality /detention feature that would be an amenity to the Station Core area.

• **Land Use**

22 [o Final design and right-of-way negotiations by CDOT will coordinate with Lakewood to address compatibility with land-use plans and potential allowances for nonconforming properties that may result from right-of-way acquisition

23 [o *Zoning Nonconformance*
- Throughout the EA, references are made to zoning nonconformance that could occur as a result of a construction project. On July 13, 2009 the City of Lakewood adopted an ordinance amending Article 17-16 of the Lakewood Municipal Code. The amendment related to the effects of acquisitions for, or construction of, public projects on individual properties. The ordinance amendment ensures that existing parcels and structures remain conforming, when appropriate. A copy of the ordinance is enclosed.

24 [o *Colfax Avenue Rezoning*
- On Page 3-23, the EA states that Lakewood is "...considering rezoning Colfax Avenue to promote pedestrian- and bicycle-oriented development..." The Colfax Avenue rezoning process occurred concurrently with the EA project. On May 11, 2009, the Lakewood City Council approved the legislative rezoning of properties along Colfax Avenue within the Lakewood Reinvestment Authority boundaries to the new Colfax Mixed Use Zone District. The zoning became effective on June 29, 2009.

25 [o *North Wadsworth Boulevard Corridor Plan*
- Also on Page 3-23, the EA references the Wadsworth Boulevard Strategic Plan. This Plan was repealed on June 22, 2009 and the North Wadsworth Boulevard Corridor Plan was adopted on this date. The Plan envisions Wadsworth Boulevard as a pedestrian, bicycle, and transit friendly corridor.

▪ **Visual Resources**

26 [o The City of Lakewood appreciates the opportunity to work closely with CDOT during the final design phase on the aesthetics of project design elements. The EA recognizes that the new interchange has the potential to establish visual distinction and to be a gateway and a positive image for Lakewood (Page 3-45).

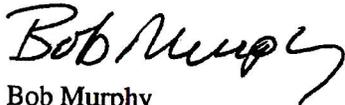
NEPA Process

▪ **Streamlined Schedule**

- 27 [○ Environmental assessment document completed in two years (compared to the typical 3 to 4 year schedule).
- 28 [○ Document and streamlined process being recognized by CDOT and FHWA as a model for future EA studies.
- 29 [○ Efficient and effective public outreach effort. Received numerous compliments on the team's ability to keep stakeholders informed and up-to-date on progress of the study, issues of concern, and decisions made throughout the study schedule.
- 30 [○ Agency charter with key participants provided structured guidelines for coordination, review, and approval roles for primary team members.

31 [I reiterate the appreciation the City has for the project team's work with the community during the development of the environmental assessment. We look forward to continued progress toward fully implementing the improvements.

Sincerely,



Bob Murphy
Mayor

Enclosure

cc: Jay Hutchison
David Baskett
Allen Albers
Roger Wadnal
Alexis Moore

O-2009-32

AN ORDINANCE

AMENDING ARTICLE 17-16 OF THE LAKEWOOD MUNICIPAL CODE RELATING TO THE EFFECTS OF ACQUISITIONS FOR, OR CONSTRUCTION OF, PUBLIC PROJECTS; FURTHER DECLARING AN EMERGENCY.

WHEREAS, public projects may result in existing properties and structures becoming nonconforming; and

WHEREAS, the existing ordinance that addresses the effects of nonconformance caused by public projects imposes time and effort on property owners; and

WHEREAS, there are active public projects currently in the City that generate such impacts on property owners; and

WHEREAS, this amendment to Article 17-16 of the Zoning Ordinance is intended to reduce uncertainty and ensure that existing parcels and structures remain conforming, when appropriate; and

WHEREAS, the amendment to Article 17-16 will allow property owners affected by public projects to proceed either under the existing provisions of Article 17-16-9 or under new provisions designed to simplify the process for property owners; and

WHEREAS, it is necessary that this ordinance take effect immediately to assist property owners affected by the Regional Transportation District's West Corridor FasTracks project.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1. Article 17-16-9 of the Lakewood Municipal Code, is hereby repealed and readopted as follows:

17-16-9. PROPERTY AFFECTED BY ACQUISITIONS FOR OR CONSTRUCTION OF PUBLIC PROJECTS:

(1) If, as a direct result of a public project, a parcel and/or structure would become non-conforming with regard to any applicable zoning standard, the owner of the real property so affected may elect, one time and in writing, to proceed under either Subsection (2) or Subsection (3), below.

(2) If a portion of a parcel of land is taken for public use such that the remaining portion of the parcel does not conform to the requirements of this Ordinance, the following shall apply:

(a) If the taking causes a variance of no greater than twenty (20) percent in one or more numerical requirements, then the use shall be considered a legal, conforming use and a permanent variance shall be granted by the Board of Adjustment.

(b) If the taking of land causes a variance of more than twenty (20) percent in one or more numerical requirements and, in the judgment of the Board of Adjustment, would not create a hazardous situation or be otherwise unreasonable, the use shall be considered a legal nonconforming use and shall be subject to the applicable nonconforming use regulations set forth in this Article 16.

(3) If, as a direct result of a Public Project, a parcel and/or structure would become non-conforming with regard to any applicable zoning standard, said standard shall be adjusted as follows. The extent of the adjustment shall be the minimum amount necessary to ensure the existing parcel and/or structure conforms to said standard. The adjustment shall be effective upon completion of the property acquisition and/or construction that would have made the parcel and/or structure non-conforming. The change shall apply only to the affected parcel and/or structure.

(a) Adjustments to zoning standards pursuant to this Subsection (3) shall no longer apply to any parcel that is rezoned after the application of this Subsection. However, this Subsection (3) shall again be applied should an additional Public Project occur after said rezoning.

(b) Future modifications shall be allowed to any parcel and/or structure to which this Subsection (3) applies, provided the property has not been rezoned after the Public Project occurs, if the modifications comply (i) with the zoning standards in effect at the time of the Public Project as modified by this Subsection; and (ii) with all other City requirements applicable at the time of the modifications. Notwithstanding the foregoing, future modifications to a structure to which 17-16-9(1) applies are subject to the following restrictions:

(1) If a structure is intentionally modified, damaged, demolished or destroyed to the extent of more than sixty percent (60%) of its value any modifications must comply with the zoning standards in effect at the time of the modifications. For purposes of this paragraph, the structure's value shall be as determined by the method of valuation of buildings for permit issuance in the adopted Building Code.

(2) If a structure is intentionally modified, damaged, demolished or destroyed to the extent of sixty percent (60%) or less of its value and the Director determines that the proposed modification would create a hazard to the public health, safety or welfare, the Director may deny the proposed modification. Any such denial may be appealed to the Board of Adjustment in accordance with Section 17-4-6 of this Code. For purposes of this paragraph, the structure's value shall be as determined by the method of valuation of buildings for permit issuance in the adopted Building Code.

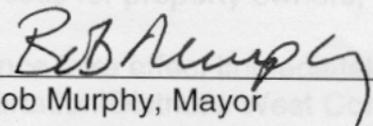
SECTION 2. Section 17-6-1 of the Lakewood Municipal Code is hereby amended to add the following:

17-16-1. ADMINISTRATION AND DEFINITIONS.

(1) "Public Project" means any project undertaken by a public entity or private entity to provide improvements that will be owned by a public entity for use by the general public. Said project may include acquisition of private property, construction of public improvements or both.

SECTION 3. EMERGENCY CLAUSE. This ordinance is necessary for the immediate preservation of the public peace, health and safety in order that it will apply to the properties affected by the Regional Transportation District's West Corridor FasTracks project and shall take effect upon the Mayor's signature.

I hereby attest and certify that the within and foregoing ordinance was introduced and read on first reading at a regular meeting of the Lakewood City Council on the 22nd day of June 2009; published by title in the Denver Post and in full on the City of Lakewood's website, www.lakewood.org, on the 25th day of June 2009; set for public hearing on the 13th day of July 2009; read, finally passed and adopted by the City Council on the ____ day of _____, 2009, and signed, and approved by the Mayor on the ____ day of _____, 2009.



Bob Murphy, Mayor

WHEREAS: It is necessary that this ordinance be adopted to amend the existing provisions of Article 17-16-9 or under new provisions designed to simplify the process for property owners; and property owners affected by the Regional Transportation District's West Corridor FasTracks project.

ATTEST:

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Lakewood, Colorado, that:

SECTION 1: Article 17-16-9 of the Lakewood Municipal Code, is hereby repealed and readopted as follows:

17-16-9. PROPERTY AFFECTED BY ACQUISITIONS FOR OR CONSTRUCTION OF PUBLIC PROJECTS:

(1) If, as a direct result of a public project, a parcel and/or structure would become non-conforming with regard to any applicable zoning standard, the owner of the real property so affected may elect, one time and in writing, to proceed under either Subsection (2) or Subsection (3), below.

(2) If a portion of a parcel of land is taken for public use such that the remaining portion of the parcel does not conform to the requirements of this Ordinance, the following shall apply:

Michael Villano

August 25, 2009

Comment sent via project website

Soundwalls:

1 { When you construct the US 6 soundwall, it would be nice if you extended it along the highway all the way to the west side of the Garrison Street overpass, like the soundwalls on the elevated portion of I-70 over the 20th Avenue overpass. For those of us not immediately adjacent to the highway, the worst noise comes from the elevated portion of US 6.

2 { Please, please, please construct the soundwall out of something like the tan block construction of the existing soundwall east of Wadsworth, and not the horrible pink demonstration soundwalls between Simms Street and Indiana. The adobe/stucco/used tire demonstration soundwall is perhaps the ugliest thing I've ever seen. Even grey patterned concrete would be better than the pink stuff.

3 { Finally, I assume the soundwall is going between the frontage road and [the]sic highway, rather than outside [teh]sic frontage road like it is east of Sheridan. The [piecemeal]sic approach east of Sheridan is nearly worthless.

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

August 26, 2009

VIA E-MAIL

Mr. Seyed Kalantar, P.E.
Project Manager
CDOT Region 6, Central Engineering
425 B Corporate Circle
Golden, CO 80401
Seyed.Kalantar@dot.state.co.us

Mr. Tim Eversoll, P.E.
Project Manager
CH2M HILL
9193 S. Jamaica Street
Englewood, CO 80112
teversol@ch2m.com

Re: Proposed US 6 and Wadsworth Blvd. Project (the "Proposed Project")

Dear Gentlemen:

I am President of Olympia Investments Ltd. ("Olympia"). Olympia is owner and landlord of the commercial real property and improvements thereon located at 639 and 699 Wadsworth Blvd. (the "Olympia Property"). The Olympia Property is located generally at the Northwestern corner of the existing highway cloverleaf intersection at US 6 and Wadsworth Blvd. Olympia has owned the Olympia Property for several years. We have attended several of the public meetings regarding the Proposed Project.

I write in opposition to the Proposed Project for several reasons.

1 { First, from the Proposed Project presentations at the public meetings, it is clear that the Proposed Project would have a significant and material negative impact on the Olympia Property. We stand to lose the entire Olympia Property.

2 { Indeed, we are not the only ones who stand to lose our property. According to the Executive Summary for the Proposed Project, "[a]pproximately 31.1 acres of property would need to be acquired from 96 property owners through 114 acquisition parcels, including 45 residential, 65 commercial, and 4 publicly owned parcels." The Proposed Project is adversely affecting a whole lot of people.

August 26, 2009
Mr. Kalantar and Mr. Eversoll

3 { Second, there are other alternatives for the US 6 and Wadsworth Blvd. project that would not result in us losing all the Olympia Property and would not result in other negative affects. These alternatives have been identified at the public meetings we have previously attended.

4 { Third, the Proposed Project is already way over budget. Significantly, we have been told that the budget for this project is approximately \$70 million and the estimated cost for the Proposed Project is more than \$90 million. These estimated costs likely have increased over time. We cannot understand how anyone would consider this project when, among other things, (a) the project is \$20 million over budget, (b) the project will materially and negatively affect a large number of property owners in the area, and (c) the federal, state, and local governments, as well as the citizens, are now facing severe financial and economic hardships. There simply is no justifiable reason to embark on a project of the grandiose scale at this time. In our opinion, there are far more important public improvement matters that would be better served with these financial resources.

Thank you for your consideration on these important issues.

Very truly yours,

Olympia Investments, Ltd.



George Peter Koclanes
President

Philip Schmidt

August 26, 2009

Comment sent via project website

Hello,

- 1 { I am a homeowner in Green Acres, very close to the proposed new frontage road route. My wife and I support the proposed interchange design and feel the frontage road changes will be beneficial to our neighborhood, primarily because it should reduce non-resident travel through the neighborhood, from those trying to travel east from Wadsworth on the frontage road.
- 2 { However, we do feel that the noise walls along the frontage road (as they appear in the proposed interchange graphic) are absolutely necessary to minimize the impact of the increased travel on the Wadsworth end of the frontage road.
- 3 { In summary, we strongly support the current design proposal.

Thank you.

Philip Schmidt

Tim Eversall, P.E.

CH2M Hill
9193 S. Jamaica St.
Englewood, CO 80112

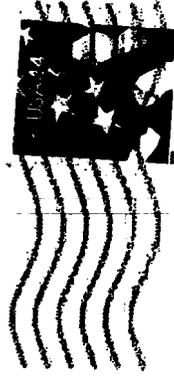
1 { My property is on the West side at 1355, 1345 Wadsworth including 1340 and 1360 Yukon. I believe you are going to need these properties with light rail going through there.

2 { An example of not planning ahead was for parking on the light rail down Santa Fe near Quincey Ave. Their parking lot had to be expanded several times at a higher cost each time. You could possibly combine this project with a developer to help keep costs down. The longer you wait, costs will keep going up.

Olen C. Crockett
Olen C. Crockett

DR. OLEN C. CROCKETT
1345 WADSWORTH BLVD.
LAKEWOOD, CO 80214

DENVER CO 802
28 AUG 2009 PM 6 T



Tim Eversall, P.E.
CH2M Hill
9193 S. Jamaica St.
Englewood, CO 80112

6011235946





United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240



TAKE PRIDE
IN AMERICA

9043.1
PEP/NRM

SEP 14 2009

ER 09/702

Ms. Karla S. Petty, P.E.
Division Administrator
Federal Highway Administration
Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, Colorado 80228

Dear Ms. Petty:

Thank you for the opportunity to comment on the Draft Environmental Assessment and Section 4(f) Evaluation for **US-6 and Wadsworth Boulevard Interchange Improvements, City of Lakewood, Jefferson County, Colorado**. The Department of the Interior (Department) reviewed the document and submits the following comments.

SPECIFIC COMMENTS

The third bullet of the Fish and Wildlife Resource column in Appendix B, page B-2, states that trees will not be removed between April 1 and August 15 to avoid impacts to migratory birds. The Department is now recommending that the window be extended to August 31. } 1

SECTION 4(f) COMMENTS

Following our review of the Section 4(f) Evaluation, the Department concurs that there is no feasible or prudent alternative to the Preferred Alternative selected in the document and that all measures to minimize harm to these resources has been taken. The Department acknowledges your consultation with the Colorado State Historic Preservation Office and that a Memorandum of Agreement to minimize adverse effects to historic properties will be prepared. } 2

We appreciate the opportunity to review this document. If you should have questions about specific comments, please contact Alison Deans Michael at 303 236-4758. Questions about the Section 4(f) comments should be referred to Julie Sharp at 303 236-4758.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

From: Rebecca Clark [mailto:RebCla@lakewood.org]

Sent: Friday, August 21, 2009 3:42 PM

To: Kalantar, Seyed

Cc: David Baskett; Michelle Hadwiger; Alexis Moore; Allen Albers

Subject: At your suggestion - to put into writing my comments and questions concerning EA and affect on 1190 Wadsworth

Mr. Kalantar,

At your recommendation I am putting both my questions and comments to you regarding the property at 1190 Wadsworth into writing.

As I indicated to you via phone conversation, I am assisting the property owners on the southeast corner of Wadsworth and 14th in a business relocation effort as established by resolution, policy and agreement per the direction of the Lakewood Mayor and City Council. This business and residence is being acquired and displaced due to RTD's LRT West Line Corridor. I am being assisted in this endeavor by RTD, their relocation specialist, the business owner's realtor and another realtor interested in working with property owner located at 1190 Wadsworth.

Therefore, by conducting research, due diligence and knowledge in both my capacity as the Lakewood Reinvestment Authority Director and Community Planning and Development position, I do have knowledge that 1190 Wadsworth will potentially be affected by the proposed highway widening. The affect on 1190 Wadsworth would be caused by acquiring and dedicating additional travel lane(s) and right-of-way, as well as an illustrated detention pond on CDOT's 15% design drawings.

As you and I both know, by way of a legislative rezoning, 1190 Wadsworth has been rezoned to TMU-MDR (Transit Mixed Use-Medium Density Residential) due to its proximity to the Wadsworth/13th elevated Light Rail Station. Which the City has taken extraordinary measures to improve upon the RTD design and the Reinvestment Authority will be providing additional funding to design and construct betterments on the elevated station. It has always been the intention and now through a variety of actions and approvals by the City Council and Reinvestment Authority, to develop and redevelop the properties within the TMU zone districts.

My direct City contacts and delegation on this project and the EA, again due to my position within the City's organization, has been through Dave Baskett, Allen Albers and Alexis Moore. I have known about the previous TLT discussions on those

properties that may be specifically affected within the proximity of the Wadsworth Station for detention purposes and the restrictions this could possibly place on the City's efforts to redevelop.

My questions:

- 2 [1. Are the proposed layouts for WQ basins based on current situations only?
- 3 [2. If this area (the site with the proposed WQ basin) were to be redeveloped due to the TOD, would the 6/WW plan consider alternative sites?
- 4 [3. Is CDOT/consultant in the process of investigating contingent designs for WQ facilities in the area?

Again, and I emphasize, as assigned by the Mayor and Council, I am assisting the emotionally traumatized displaced business and don't wish them additional injury should this property not be suitable for redevelopment for their current or FUTURE use of the property. More importantly, I don't want to have any fall out placed upon either the City or CDOT. This business has made quite a name for themselves in the media over the RTD eminent domain issue.

Thanks for your consideration and understanding. I will wait to hear a response.
Becky

Rebecca Clark, AICP
Director
Lakewood Reinvestment Authority
303.987.7731



U.S. Department
of Transportation

**Federal Highway
Administration**

**Colorado Federal Aid
Division**

12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

September 2, 2009

Mr. Reid Nelson, Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue NW, Suite 803
Washington, DC 20004

Attn: Carol Legard

SUBJECT: Memorandum of Agreement, CDOT Project STU 0062-019 US 6 and Wadsworth
Interchange Improvements, Lakewood, Jefferson County, Colorado (SA 15215)

Dear Mr. Nelson:

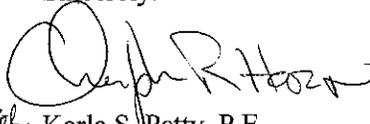
Transmitted herewith is the Memorandum of Agreement (MOA) for Colorado Department of Transportation (CDOT) Project referenced above. The Federal Highway Administration (FHWA) and the Colorado State Historic Preservation Officer (SHPO) have agreed that the proposed undertakings will have an adverse effect on the following properties:

- 7935 West 6th Avenue Frontage road (5JF3548)
- 7423 West 6th Avenue Frontage Road (5JF3549)
- 7433 West 6th Avenue Frontage road (5JF4542)
- 700 Wadsworth Boulevard (5JF4536)

The Colorado Department of Transportation and the City of Lakewood have signed this agreement as invited signatories. In accordance with the process set forth in the Council regulations, Section 800.6(b)(1)(iv), mitigation measures and measures considered to avoid or minimize the undertakings adverse effects have been agreed upon with the SHPO and are outlined in the MOA. There have not been additional views expressed by the public concerning this project.

If there are any questions, please contact CDOT Region 6 senior historian Dianna Litvak at (303)757-9461 or FHWA Senior Operations Engineer Mr. Chris Horn at (720)963-3017.

Sincerely,


Karla S. Petty, P.E.
Division Administrator

Enclosures (copy of MOA for ACHP files)
cc: Jim Paulmeno, CDOT Region 6 RPEM
~~Dianna Litvak~~, Region 6 Historian, (with original MOAs)



**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION
AND THE COLORADO STATE HISTORIC PRESERVATION OFFICER
REGARDING Sites 5JF3548, 5JF3549, 5JF4542, and 5JF4536
COLORADO DEPARTMENT OF TRANSPORTATION
PROJECT STU 0062-019 (Sub Acct 15215) , US Highway 6 and Wadsworth Boulevard
Interchange Reconstruction**

WHEREAS, the Colorado Department of Transportation (CDOT) Project STU 0062-019, US 6 and Wadsworth Interchange Reconstruction, will require demolition of four properties eligible for listing on the National Register of Historic Places and the Federal Highway Administration (FHWA) and CDOT have determined that the project will have adverse effects on these properties; and

WHEREAS, the following historic properties that will be adversely affected by the project were determined eligible to the National Register of Historic Places in August 2008:

7395 West 6th Avenue Frontage Road (5JF3548), which is eligible to the National Register under Criterion C as a good representative example of an English-Norman Cottage style residence in Lakewood.

7423 West 6th Avenue Frontage Road (5JF3549), which is eligible to the National Register under Criterion C for architectural merit as a good representative example of a Mediterranean Revival style residence in Lakewood.

7433 West 6th Avenue Frontage Road (5JF4542), which is eligible to the National Register under Criterion C for architectural merit as a good representative example of a Minimal Traditional style residence in Lakewood.

700 Wadsworth Boulevard (5JF4536), which is eligible to the National Register under Criterion C for architectural merit as a good representative example of an early Ranch style residence with Usonian influences in Lakewood.

WHEREAS, FHWA has consulted with the Colorado State Historic Preservation Officer (SHPO) pursuant to 36 CFR 800 regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. Section 470f) (NHPA) and the Colorado SHPO concurred in the adverse effect determinations; and

WHEREAS, CDOT carries out activities for federal aid transportation projects on behalf of FHWA, including consultation under Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's (Council) regulations, National Environmental Policy Act (NEPA) analysis, and construction contract administration; and

WHEREAS, FHWA has consulted with CDOT regarding the effects of the undertaking on historic properties and has requested CDOT to sign this MOA as an invited signatory; and

WHEREAS, FHWA and CDOT have consulted with the City of Lakewood to assist in the implementation of some of the mitigation as described in this MOA and has requested the City to sign this

MEMORANDUM OF AGREEMENT
PROJECT STU 0062-019 US 6 AND WADSWORTH INTERCHANGE IMPROVEMENTS

MOA as an invited signatory; and

WHEREAS, the Council issues regulations to implement Section 106 and provides comments to agency officials on undertakings and programs that affect historic properties, has reviewed this undertaking and declined to participate in the consultation process; and

WHEREAS, the duration for projects described in this Agreement is ten years after the execution of this Agreement to allow for the project to be constructed in phases as funding becomes available; and,

NOW, THEREFORE, FHWA and the SHPO agree, and CDOT concurs, that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties in compliance with Section 106 of the NHPA.

STIPULATIONS

FHWA, in consultation with CDOT, shall ensure that the following measures are carried out:

- a. **Mitigation:** CDOT and FHWA shall develop creative mitigation that interprets the historic significance of this area of Lakewood and historic preservation education.
 - a. CDOT shall include mitigation measures in the project special provisions, plans, and specifications of the proposed project.
 - b. CDOT shall work with the City of Lakewood Heritage, Culture, and the Arts Manager and the Lakewood Historical Society to develop and review the mitigation as part of the transportation improvement project.
 - c. SHPO shall have the opportunity to comment upon all of the mitigation products developed for this project.
 - d. Interpretive mitigation shall focus upon the evolution of Lakewood from an agricultural area to a suburban city after World War II, serve as an educational tool to help Lakewood citizens identify historic resources in their community, and provide more information on preserving and designating historic resources. These concepts will be implemented in the following ways:
 - 1) A low-profile interpretive sign placed along the bike path within the US 6 and Wadsworth project area.
 - 2) An educational website with content relating to Lakewood's historical sites, historic preservation, and tools to help residents interested in the historic significance of local sites. The website can be part of the content on the City of Lakewood's Heritage, Culture and the Arts web page and be maintained by the City. Other creative mitigation options that arise in the process of the projects that further the education or understanding of the importance of the resource shall also be considered according to project circumstances, but are not required under the terms of this Agreement. CDOT shall coordinate with FHWA, SHPO, the City of Lakewood Heritage, Culture, and the Arts Manager and the Lakewood Historical Society to determine whether these options are

MEMORANDUM OF AGREEMENT
PROJECT STU 0062-019 US 6 AND WADSWORTH INTERCHANGE IMPROVEMENTS

desired. And, CDOT shall determine if these other options can be implemented within the project budget.

- 3) CDOT shall ensure that all mitigation activities will be performed or directly supervised by architects, historians, photographers and/or other professionals meeting the minimum qualifications in their field as specified in the Secretary of Interior's Professional Qualifications Standards (36 CFR 61, Appendix A).
-
2. **Duration:** This agreement shall become effective upon execution by FHWA, SHPO, and CDOT and acceptance by the Council and shall remain in effect until the completion of the mitigation stipulations that fall under the terms of this Agreement within a ten-year period. The time frame can be expanded if agreed to in writing by the signatories prior to the expiration date. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the agreement and amend it in accordance with Stipulation 5 below. FHWA shall provide the Council with written notification regarding any extension of the MOA.
 3. **Reporting Requirements:** By June 30th of each year the agreement is in effect, CDOT will provide a report to SHPO on the status of the MOA, including the stipulations that have been implemented. The annual report will also include any recommendations to amend this Agreement or improve communication among the parties. The Council will be provided a copy of the annual report but will not be required to comment on the report.
 4. **Resolving Objections:** Should any party to this Agreement object in writing to FHWA regarding any action carried out or proposed with respect to the implementation of this Agreement, FHWA shall consult with the objecting party. If after initiating such consultation, FHWA determines that the objection cannot be resolved through consultation, it shall forward all documentation relevant to the objection to the Council, including FHWA's proposed response to the objection. Within 45 calendar days after receipt of all pertinent documentation, the Council shall exercise one of the following options:
 - a. Advise FHWA that the Council concurs with FHWA's proposed response to the objection, whereupon FHWA will respond to the objection accordingly; or
 - b. Provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision regarding its response to the objection; or
 - c. Should the Council not exercise one of the above options within 45 calendar days after receipt of the pertinent documentation, FHWA may assume the Council concurrence in its proposed response to the objection.
 - d. At any time during implementation of any stipulation in this Agreement, should an objection to any such stipulation or its manner of implementation be raised by a member of the public, FHWA shall take the objection into account and consult as needed with the objecting party, the Council, and SHPO to address the objection

MEMORANDUM OF AGREEMENT
PROJECT STU 0062-019 US 6 AND WADSWORTH INTERCHANGE IMPROVEMENTS

5. **Amendments:** The SHPO, FHWA, CDOT or City of Lakewood may request that this Agreement be amended, whereupon they will consult in accordance with 36 CFR 800 to consider such amendment. No amendment shall take effect until it has been executed by all signatories. In the event of an amendment, the Council will be notified and FHWA will file the resulting amendment with this Agreement.
6. **Termination:** The SHPO, FHWA, or CDOT may propose to terminate this Agreement by providing thirty (30) calendar days notice to the other parties explaining the reason(s) for the proposed termination pursuant to 36 CFR 800.6(c)(8). The SHPO, FHWA, CDOT and City of Lakewood will consult during this period to seek agreement on amendments or other actions that would avoid termination. If the annual report is not received within 90 days of the due date, the agreement may be terminated.
7. **Failure to Carry Out the Agreement:** In the event FHWA determines it cannot or will not carry out the terms of this MOA, it will immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR 800.6(c)(7). If the signatories cannot agree to appropriate terms to amend the MOA, any signatory may terminate the agreement in accordance with Stipulation 6, above.
8. **Review:** The SHPO may review activities carried out pursuant to this Agreement. FHWA and CDOT will cooperate with SHPO in carrying out their review responsibilities and will arrange for on-site visits for SHPO if so requested.
9. **FHWA Coordination:** Prior to submitting documentation to SHPO and consulting parties under the terms of this Agreement, CDOT will coordinate with FHWA, which has the responsibility of oversight of the implementation of this MOA.
10. **Coordination with National Environmental Policy Act (NEPA):** FHWA shall use this agreement as part of its responsibility to meet the requirements of NEPA.
11. **Coordination with Section 4(f) of the Department Of Transportation Act [Section 4(f)]:** FHWA shall use this agreement as part of its responsibility to comply with Section 4(f) as it applies to historic properties.

MEMORANDUM OF AGREEMENT
PROJECT STU 0062-019 US 6 AND WADSWORTH INTERCHANGE IMPROVEMENTS

Execution of this Memorandum of Agreement by FHWA and Colorado SHPO and the submission of documentation and filing of this document with the The Council pursuant to 36 CFR 800.6(b)(1)(iv) prior to FHWA's approval of this undertaking and implementation of its terms, is evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the THE COUNCIL an opportunity to comment.

SIGNATORIES:

Federal Highway Administration

for Stephen Gibson 8/26/09
Karla S. Petty, P.E., Division Administrator Date

Colorado State Historic Preservation Officer

ED W. T. 8/14/09
Edward C. Nichols, SHPO Date

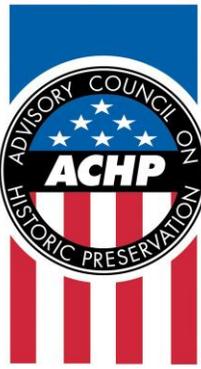
INVITED SIGNATORIES:

Colorado Department of Transportation

Russell George 8/5/09
Russell George, Executive Director Date

City of Lakewood

Kathy Hodson for 7/31/09
Mike Rock, City Manager Date



Preserving America's Heritage

September 17, 2009

Karla S. Petty, P.E.
Division Administrator
Federal Highway Administration
Colorado Federal Aid Division
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

REF: *Filing of executed Memorandum of Agreement regarding the US Highway 6
and Wadsworth Boulevard Interchange Improvements in Lakewood,
Jefferson County, Colorado
CDOT Project STU 0062-019*

Dear Ms. Petty:

On September 8, 2009, the Advisory Council on Historic Preservation (ACHP) received the Memorandum of Agreement (MOA) for the above referenced project. In accordance with Section 800.6(b)(1)(iv) of the ACHP's regulations, the ACHP acknowledges receipt of the MOA. The filing of the MOA, and execution of its terms, completes the requirements of Section 106 of the National Historic Preservation Act and the ACHP's regulations.

We appreciate your providing us with a copy of the MOA and will retain it for inclusion in our records regarding this project. Should you have any questions or require additional assistance, please contact me at (202) 606-8509 or ljohnson@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov



City of Lakewood

Department of Community Resources

480 South Allison Parkway
Civic Center South
Lakewood, Colorado 80226-3127
(303) 987-7800 Fax (303) 987-7821
TDD (303) 987-7599

October 29, 2009

Letter of Concurrence – US 6/Wadsworth Project
Section 4(f) *De Minimis* Finding
Proposed Two Creeks Park

The City of Lakewood (Lakewood) has jurisdiction over the proposed Two Creeks Park located between West 10th Avenue and West 12th Avenue and along Dry Gulch. While currently undeveloped, Lakewood plans to develop a park on this property to serve a currently underserved neighborhood, and considers the proposed park a significant recreation resource that qualifies for protection under Section 4(f) of the United States Transportation Act of 1966.

Proposed Two Creeks Park Background

The land for the proposed Two Creeks Park was acquired in the fall of 2006, and was purchased by Lakewood, with Jefferson County Open Space funds, for express use as a park. No park facilities or amenities have been developed on the parcel. At the time of the initial data collection for the US 6 and Wadsworth Interchange project, the team did not identify the proposed Two Creeks Park as a potential Section 4(f) resource because the Jefferson County Assessor data did not yet reflect that the property had transferred to public ownership. During the scoping period, Lakewood clarified that they had recently purchased the property. The project team followed up with Lakewood right-of-way (ROW) and parks staff, who concurred that this planned park is significant and should be considered a Section 4(f) resource.

The park is not reflected in either the City's Comprehensive Plan or the adopted Neighborhood Plan, yet both plans identify the need for a park in the area. There are no funds to develop the park in the next five years. The property is not currently used for recreation or park purposes because it lacks infrastructure. Lakewood would like to develop a trail through the park that is accessible from Wadsworth Boulevard, but the profile of the drainage basin associated with Dry Creek is challenging.

Impacts to Proposed Two Creeks Park

The US 6/Wadsworth project requires widening of Wadsworth Boulevard to add two travel lanes and sidewalks. Additionally, the drainage culvert for Dry Gulch under Wadsworth Boulevard needs to be replaced. The widening of the roadway and the replacement of the Dry Gulch culvert would have minor effects to the west end of the proposed Two Creeks Park, requiring a small amount of use of the park land for the transportation facility. The widened roadway would span the park property and would not result in any direct encroachment or use of the park land. The bridge over the park property would continue to be over the gulch where no active recreation occurs or would occur once the property was fully developed. The new culvert would extend farther into the park property, incorporating an additional 0.11 acre of the drainage channel, resulting in a Section 4(f) use. These impacts would not adversely affect the future activities, features, or attributes of the proposed Two Creeks Park. The affected land could not support active recreation because of the confined channel.

CDOT detailed these impacts in an Environmental Assessment (EA) published in July 2009. The public was provided an opportunity to comment on the impacts to the proposed park, and public notices and a poster at the public hearing open house highlighted potential impacts. No public comments were

Alternative formats of this document available upon request.

Letter of Concurrence – US 6/Wadsworth Project
Section 4(f) *De Minimis* Finding
Proposed Two Creeks Park

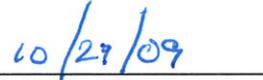
received. The Department of Interior, which is responsible for legal review of Section 4(f) evaluations, concurred with FHWA's Section 4(f) evaluation, including a *de minimis* determination for the planned Two Creeks Park.

Concurrence

The City of Lakewood concurs that the expansion of the drainage culvert at the proposed Two Creeks Park would not adversely affect the activities, features and attributes that qualify the property for protection under Section 4(f). This signed acknowledgement is a coordination element that is required before FHWA can make such a determination.



Ross E. Williams, RLA, CPRP
Park Planner
City of Lakewood



Date