

I N D E X

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## P R O C E E D I N G S

1  
2 [REDACTED] My name is [REDACTED] and I  
3 live at 8230 West Eighth Avenue. This is two blocks from  
4 Sixth Avenue and it's a slightly higher elevation. I am  
5 concerned about the construction of the new sound wall as  
6 I think it might make the noise pollution at my house  
7 worse. The current proposal calls for building two walls  
8 out of concrete on either side of Sixth Avenue. If they  
9 do this, I will receive both direct sound and the  
10 reflected sound from the far wall at my house. What I am  
11 suggesting is that CDOT spend approximately 3 percent  
12 more money to build sound-absorbant sound walls so that  
13 it will actually reduce the sound at my house and other  
14 peoples' houses at this elevation. There would only be a  
15 3 percent cost difference, and I think it is worth it for  
16 the long term benefit of these residents.

17 [REDACTED] This is in regard to McIntyre  
18 Gulch. Lakewood City was going to improve the gulch --  
19 stabilize the gulch, the banks of the gulch and this was  
20 to be done between Carr and Wadsworth where all the  
21 property owners are losing 2 to 3 feet of property every  
22 year into the gulch. The gulch is going deeper, wider.  
23 What impact is working on Sixth Avenue going to have on  
24 this project? All other problems on the gulch or a lot  
25 of the problems have been fixed over the past year. Now

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.

5 [REDACTED] 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.

17 [REDACTED] 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 [REDACTED] 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.)  
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**US 6/Wadsworth Environmental Assessment  
and Draft Section 4(f) Evaluation  
Public Hearing  
Lakewood City Council Chambers  
July 22, 2009**

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Transcript provided by:

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US 6/Wadsworth Environmental Assessment  
and Draft Section 4(f) Evaluation Public Hearing  
Lakewood City Council Chambers  
July 22, 2009

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## P R O C E E D I N G S

1  
2 MR. RANDALL FURST: Thanks, Colleen. Thank  
3 you all for coming. We appreciate you coming and taking  
4 time out of your busy schedules to be here. We're very  
5 excited to be here today. As Colleen mentioned, we're  
6 going to be presenting the proposed improvements to  
7 Wadsworth and to the interchange at US 6; the findings of  
8 the Environmental Assessment. And we would like to know  
9 your guys' thoughts, your folks' thoughts on the  
10 environmental assessment. Here it is; the finished  
11 product. As Colleen mentioned, it's available in several  
12 different ways around the -- around the city. CDOT has  
13 it, Lakewood has it, Belmar Library; several different  
14 locations.

15 As Colleen mentioned, I'm Randy Furst. I'm  
16 the resident engineer for Colorado Department of  
17 Transportation. And I've been -- had this project for a  
18 couple of years. Seyed Kalantar -- I don't know if he's  
19 in -- there he is; back at the back -- he is the project  
20 manager on CDOT's behalf. Tim Eversoll is going to be  
21 talking to us as well. He's the CH2M Hill consultant  
22 project manager. Mandy Whorton is also going to be  
23 presenting. She is the environmental manager for CDOT --  
24 or for CH2M Hill.

25 The mission of the Colorado Department of

1 Transportation is to provide the best multi-modal  
2 transportation system for Colorado that most effectively  
3 moves people, goods, and information. That's why CDOT  
4 exists.

5 Here's what I'm going to talk about tonight.  
6 The purpose of this presentation, as Colleen alluded to  
7 already, is to provide information for you folks about the  
8 proposed transportation improvements -- we have some  
9 pretty large graphics out in the hallway there -- and  
10 solicit comments on the proposal and on the study process.

11 As Colleen said, we're going to -- after this  
12 presentation -- we think this is going to be about a half  
13 an hour or so. And after that, we're going to take a  
14 small break. And then we're going to -- if folks have  
15 signed up to speak and make public comments, we'll allow  
16 you to do so at that time. I wanted to reiterate that if  
17 you have a verbal question or a comment or if you make a  
18 phone call to one of the team members, that's not  
19 considered to be an official comment.

20 What -- what the -- the methodologies that  
21 you'll use to comment officially on this -- on this  
22 process, you can fill out a comment card. There's many of  
23 them back available in the foyer there. You can drop them  
24 in the comment box. You can -- they're -- you can take  
25 them home, fill them out, and then mail them to the



1 address that's shown at CH2M Hill's address on the back of  
2 it -- back of the card. You can fit -- there's a way to  
3 comment on the -- on the EA and on the process -- on the  
4 project Web site, which is WWW.US6Wadsworth.com. You can  
5 comment verbally tonight at the end of this presentation.  
6 We mentioned there's going to be a break and then a  
7 comment period.

8           And a court reporter will take down your --  
9 your comments. And if you feel uncomfortable speaking in  
10 front of such a large group, like I do, you can actually  
11 ask for a little bit private -- more private of a setting.  
12 There's a court reporter back in the -- kind of back that  
13 way, down that smaller hallway. You could also write us a  
14 letter. You could send that to either CDOT, at my office,  
15 or at CH2M Hill's address that's on the back of the  
16 comment form.

17           Additionally, we're going to talk about -- a  
18 little bit about the project background. Tim's going to  
19 speak about the National Environmental Policy Act -- we  
20 call it "NEPA" for short -- the process and schedule that  
21 this project and other NEPA projects follow. We're going  
22 to talk about CDOT's proposed action, which we've called  
23 the build alternative; large displays of it in the back  
24 there. Mandy's going to talk about environmental  
25 resources and the impacts and mitigation that result from

1 our build alternative and then whatever the next steps  
2 are.

3 Project background. Sponsoring agencies.  
4 This project is sponsored by CDOT and Federal Highway  
5 Administration -- FHWA for short; CDOT, Colorado  
6 Department of Transportation. Please -- I'm going to  
7 introduce some more members of the team, if -- if there's  
8 folks here. Is Chris Horn here from Federal Highway  
9 Administration? No? He's been involved heavily with the  
10 project.

11 There are many other CDOT staff here tonight,  
12 including Jim Paulmeno; CDOT Region 6. Go ahead and stand  
13 up, Jim. David Singer, I think he's -- he's going to come  
14 later. Jim Benlin (phonetic), my boss, is back -- way  
15 back in the back; CDOT Region 6 central program engineer.  
16 And there's many other CDOT staff. I see Lisa back there;  
17 Lisa Stridesfeld (phonetic) from CDOT as well. I'm sure  
18 I'm leaving out many people.

19 RTD is a cooperating agency with CDOT on this  
20 project. We've coordinated with them where our project --  
21 they're across us; the West Corridor Project -- totally  
22 separate project, but we have coordinated with them. City  
23 of Lakewood has been very cooperative and helpful.  
24 They're -- we consider them a partnering agency, as you  
25 see on the graphic here.

1 I know that there are many Lakewood officials  
2 here; Lakewood elected and appointed officials. I saw  
3 Major Murphy here shortly a little while ago. I don't  
4 know if he's in here or not, but -- and maybe there's some  
5 city council folks as well. We've also worked closely  
6 with Allen Albers and David Baskett from City of Lakewood.  
7 David is right there. And I know Allen -- yeah, Allen's  
8 in the back too. And all of these folks on this -- on  
9 this team deserve a lot of credit for this document.  
10 We're very proud of them; CDOT is very proud of them.

11 CH2M Hill is our consultant team -- is the  
12 leader of our consultant team for this study. I already  
13 introduced Tim and Mandy and Colleen. Kirby Roberts  
14 introduced herself. In addition, some other major  
15 contributors from CH2M Hill are out in the hallway. I see  
16 Nashad (phonetic) as well from CDOT there. Aaron  
17 Strawford (phonetic) -- if you folks have roadway  
18 questions, Aaron is the guy that's standing next to the  
19 alternative boards out there, the -- actually, the build  
20 alternative boards out there, answering questions. And  
21 Zeke Lynch is answering the traffic questions. And -- and  
22 there's a large consulting team, to CH2M Hill's disbelief.

23 Project purpose. Why are we doing this  
24 project? We need to improve the safety and the  
25 operational efficiency, meet current and future traffic

1 demands, and support multi-modal connections at the US 6  
2 and Wadsworth interchange, and along Wadsworth between 4th  
3 and 14th Avenues. For those folks that either drive  
4 through, use, or live near the interchange, these are  
5 fairly obvious.

6           Everybody is aware that this is one of the  
7 highest accident locations in Lakewood; kind of the whole  
8 interchange areas. Wadsworth is kind of difficult to --  
9 to navigate at times. There is uncontrolled access along  
10 Wadsworth. There's a lot of driveways. There's  
11 uncontrolled left and right turns going every which way.  
12 It's -- it's very confusing and a lot -- and that leads to  
13 a lot of dangerous situations and -- and some accidents  
14 and close calls and things like that. And it also leads  
15 to congestion.

16           Sidewalks -- if anybody's tried to walk along  
17 Wadsworth, you know that there's minimal sidewalks. In  
18 some places, they're missing. In some places, they're  
19 narrow, broken, not present -- not present in a lot of  
20 places along -- along Wadsworth. And finally, the traffic  
21 volumes that, actually, this area of Wadsworth and the  
22 interchange carry are way more -- way higher volumes than  
23 the interchange was ever designed to carry, and so it is  
24 over capacity, especially during rush hours.

25           So that's why we're -- why we're going to

1 build the -- or why we're going through this study  
2 process. Those are the needs that we -- we have to  
3 address with this study process. At this time, I'd like  
4 to introduce Tim Eversoll. And he's going to carry the  
5 next part of the presentation. Thank you.

6 MR. TIM EVERSOLO: Thanks, Randy. I'm going  
7 to walk us through, just real quick, a debrief just so  
8 everyone has kind of an understanding of the NEPA -- the  
9 National Environmental Policy Act -- as Randy pointed out;  
10 just some of the steps that are involved in this process  
11 to help explain a little bit on, you know, why some of  
12 these things are so -- so deliberate as far as your  
13 thinking about public comments and such.

14 NEPA-level environmental studies are required  
15 on all transportation projects that are -- involve federal  
16 funding. And the 6th and Wadsworth project is a -- is a  
17 project that will have federal funding; therefore, we went  
18 through the NEPA process. And this environmental document  
19 that Randy had raised up was developed within the  
20 guidelines of that. And the guidelines also kind of  
21 dictate the public comment period and review period that  
22 we are in currently now.

23 So some of the key elements on the NEPA  
24 process that are involved through our study of what we  
25 went through, scoping is the first one. That's really

1 kind of where we go through: What are we studying? We  
2 spent a lot of time up front meeting with agency and local  
3 public stakeholders; finding out what the issues really  
4 are. And we do some recognizance on the existing  
5 conditions.

6 Purpose and need. Randy had the slide that  
7 was just up here that really -- it's basically saying --  
8 formalizing or framing the question: Why are we doing  
9 this project? So we have to kind of ask: Why are we  
10 going to go and do the project? What's the need before we  
11 can actually embark on coming up with some ideas or some  
12 designs that might address that need?

13 Alternatives analysis. That's a process that  
14 we go through and we develop and screen different  
15 alternatives that try to meet that purpose and need. And  
16 the goal is to develop a project that will -- you know,  
17 this is what we want to present that's going to best meet  
18 those needs.

19 Identify. Once we've identified a project, we  
20 want to identify what the impacts are. We see -- or this  
21 is the proposed -- we see the interchange layout that's  
22 out there on the boards. What are the impacts of that  
23 interchange? You see the expansion, the widening on  
24 Wadsworth. What are those impacts? So we spent a lot of  
25 time trying to dive in and come up with: What are the

1 impacts to surrounding resources? Resources might be --  
2 for instance, wetlands is a resource. Or right-of-way,  
3 obviously, is a resource. What are those impacts?

4           The next element -- key element is determining  
5 the mitigation. We would -- now we see what the impacts  
6 are. We want to look at and see are -- the ways that we  
7 can minimize or even avoid and coming up with any  
8 adverse-type impacts. So it's kind of -- you can start to  
9 see this deliberate process of where we start to hone in  
10 and really try to find out what are the impacts so we can  
11 get to the next stage of documenting.

12           We have to put all the -- the findings of:  
13 Here's our proposed build alternative, here are the  
14 impacts, and here's how we propose to mitigate that. And  
15 it all gets documented into this Environmental Assessment,  
16 or EA as you might hear us calling, or -- no shortage of  
17 any acronyms through this process. So that's a document  
18 that we have finished and hand out for public review as  
19 presented. We're within a 45-day process right now in  
20 which everyone -- both public and agencies -- will be able  
21 to look at it and provide comments to us.

22           What's next after this step is what we refer  
23 to as a decision document or making a decision. This will  
24 actually be a separate document than the one that we -- we  
25 have here today. And it really kind of goes through and

1 it tries to include: What is the recommendation? Will we  
2 have a project design and a construction project to go  
3 forward with or not? And it also -- within that decision  
4 document, any formal comments that are received during  
5 this 45-day period, they are responded to and summarized  
6 in that -- in that particular document.

7           So if you're wondering, Okay, if I make a  
8 comment, what happens to it, where does it show up, it  
9 will show up in what's -- we refer to as the decision  
10 document. And in the end, FHWA -- Federal Highway  
11 Administration -- they use that document to basically give  
12 the final approval as we move forward.

13           So those are the primary steps. Our study has  
14 been going on for a little over two years. And here you  
15 see on the slide, this is a schedule that you're probably  
16 familiar with. And it has those key elements of the NEPA  
17 study involved on there. I want to point out, of course,  
18 we're at the -- we're getting toward the tail end. We're  
19 at the -- you are here with the EA review and then  
20 followed by the decision document.

21           Throughout this process, the 6th and Wadsworth  
22 team has done a pretty extensive reach -- outreach to the  
23 public in order to -- and stakeholders in order to gather  
24 information -- especially back in the scoping phase where  
25 we want to find out: What are the issues that are out



1 here? And then we also have -- maintain contact with the  
2 public to prevent -- or to present major decisions on some  
3 of the key milestones that we met throughout here. So --  
4 and also, just basically keep an updated -- update with  
5 the public so that we can have current status reports so  
6 that you can be aware: Where are we at in this process?  
7 And we're pleased to be kind of towards the end of that  
8 schedule and close to the end on the study.

9           This public hearing, I believe, is our fifth  
10 formal public hearing that we've had through the two  
11 years. We've had numerous group presentations with  
12 neighborhood and business associations through that time.  
13 And we've also had corridor one-on-one discussions with  
14 many of the property owners -- again trying to find out  
15 early on and as we've come up with some design -- to kind  
16 of find out some of -- more details about what those  
17 impacts are.

18           I would state that the input that we receive  
19 from the public and the agency has greatly shaped the  
20 proposed build that you see that is being proposed out  
21 here today. And your input will continue to assist us as  
22 we get close and finalize on this decision document. So  
23 it has been a tremendous -- on your behalf, too -- kudos  
24 for the involvement. I see a lot of familiar faces here  
25 that have been at a lot of our public meetings before. So

1 we thank you very much for your input and your -- and your  
2 interest.

3 I'm going to quickly go through on the  
4 proposed action or build alternative. I'm not going to go  
5 into a lot of detail because, really, I don't want to  
6 focus on presenting out the new stuff, which is what are  
7 the mitigative impacts and strategies that are documented  
8 in the EA. But we'll just quickly go through, and we'll  
9 start with a layout of the existing interchange. And just  
10 so everyone sees or can get oriented to where you're at.  
11 6th Avenue is right here in the middle, going left and  
12 right; with Wadsworth, in the center, going up and down;  
13 and the existing interchange configuration in the middle.  
14 And that's referred to as a cloverleaf-type design,  
15 characteristic by the tight-loop ramps -- or the four loop  
16 ramps that are in the -- the middle of that.

17 Our proposed improvement or build design for  
18 the interchange is what we refer to as a tight diamond  
19 with a loop configuration. The tight diamond in red is --  
20 depicts the ramp movements. You can kind of see how the  
21 outside forms -- the outside ramps form a diamond shape,  
22 hence the -- the term. With one exception; we do retain,  
23 although it is reconstructed, one of the loop ramps in the  
24 northwest quadrant of the interchange.

25 And this is -- the loop ramp is primarily

1 there to address the heavy traffic pattern that exists in  
2 the evening or the PM hours where you have heavy traffic  
3 driving west on 6th Avenue and the heaviest movement to go  
4 south onto Wadsworth. So this will be a free-flow ramp  
5 that will not have a signal at the end. So it's similar  
6 to kind of that off-ramp that's out there today, minus  
7 some of the weeds.

8           You also see that the other -- the elimination  
9 of the other four loops eliminates what everyone knows is  
10 the very short weave distances that you have across the  
11 bridge up on 6th Avenue and below on Wadsworth where you  
12 have ramp traffic coming off and then someone else trying  
13 to get on at the same time all within the short span of a  
14 bridge. So the elimination of the cloverleaf design  
15 eliminates the weave issues with the interchange.

16           The ramps. Another issue -- safety concern  
17 has been the short acceleration and deceleration lanes  
18 that are there, really, at your entrance and your exit  
19 parts where you're trying to get on or off on 6th Avenue.  
20 They're very short. You have -- the speeds that are on  
21 6th Avenue when you're trying to come off a ramp  
22 that you're really probably driving 20 or 25 miles an hour  
23 on, and then you have to really kind of hit it to get up  
24 to speed. The ramps in all four of the quadrants -- we  
25 have longer ramps and longer accel/decel. So you'll have

1 a greater distance on which to get up the speed, safely  
2 look over to merge over onto traffic, and greatly improve  
3 that situation.

4           The frontage roads are in the light blue on  
5 the outside. There are some improved operations that  
6 we've presented with the frontage road. And I would say,  
7 also, the frontage road in the northeast quadrant was a  
8 direct input from some of the input we received from the  
9 neighborhood with concern in the past with cut-through  
10 traffic; just the way that the frontage exists out there  
11 today where it drops as a two-lane and then drops into a  
12 one-lane. And it forces -- you know, a lot of folks kind  
13 of cut through if they're wanting to get back in there to  
14 get maybe to the tennis courts or such -- or maybe get  
15 over to Sheridan. They're really kind of cutting through  
16 this neighborhood.

17           The frontage road in this quadrant will  
18 now be -- will continue the two-lane all the way up to a  
19 new connection up here approximately where Highland is at  
20 with access back into Broadview and Highland. So that  
21 greatly reduces, if not eliminates, the cut-through  
22 traffic that has been experienced. So a lot of frontage  
23 road improvements. And the last thing I'll point out is  
24 just the question -- if some of you were wondering there  
25 are what we refer to as slip ramps or the on- and off-ramp

1 to get to Garrison -- or from Garrison. Those ramps are  
2 going to remain in place. They're not -- not changing.  
3 So that -- those stay -- stay in place.

4 On Wadsworth Boulevard, what we're looking at  
5 is a continuation -- expanding Wadsworth so that we have a  
6 six-lane section. And that's three lanes -- three  
7 through-lanes in each direction; north and south. It will  
8 also be characterized by a raised median down the --  
9 pretty much predominantly -- you know, most of the stretch  
10 on Wadsworth -- if you kind of think of -- of the  
11 cross-section of Wadsworth between 1st Avenue and 4th  
12 Avenue. It's kind of a continuation of that same type of  
13 a layout. The raised median, what that also does is --  
14 right now, it's pretty a much wide open access for not  
15 only side streets but driveways, et cetera. With the  
16 raised median, we will consolidate the access or the  
17 turning movement to the primary cross-streets that exist  
18 along -- between 4th and 14th.

19 Sidewalk. There will now be a -- with the  
20 proposed alternative -- continuous sidewalk on both the  
21 east and the west side of Wadsworth. It will be -- the  
22 goal is that we will predominantly have a -- a separated  
23 sidewalk or detached sidewalk that has a buffer zone  
24 in-between the passengers -- or pedestrians and bicyclists  
25 on the sidewalk and the through traffic on Wadsworth. So

1 that greatly lends to safety and improvement on the  
2 sidewalk for pedestrians. And again, that will be  
3 continuous on Wadsworth from 4th up to 14th.

4           If you have specific questions on the details  
5 about this, again, we're -- after this, we'll have a break  
6 and we'll go into more comments. But I would encourage  
7 you to go out and still meet with our design staff if you  
8 have particular questions: What -- you know, how does  
9 this ramp movement work? If I'm going in this -- a lot of  
10 people like to do that. I'm going to work; I go to  
11 Starbucks in the morning; how do I get there? And so if  
12 you have those types of questions, I encourage you to  
13 touch base with Aaron or Zeke out there, and they'll be  
14 glad to point you in the right direction; how to get to  
15 Starbucks.

16           Okay. This summary on what -- what the  
17 design -- or the build alternative is going to provide for  
18 us in the way of transportation improvements; primarily  
19 reduce congestion. And that's going to be a level service  
20 greatly improved on Wadsworth through not only the  
21 additional travel lane but also the consolidation of  
22 the -- of the median or the raised median. Just those two  
23 facts alone can greatly increase the capacity of a -- of a  
24 street way.

25           On the interchange, the interchange is

1 expected -- it was identified -- some of you may have seen  
2 in the Denver Post here not too long ago where the Denver  
3 Regional Council of Governments identified the 6th and  
4 Wadsworth interchange is, like, one of the top 20 choke  
5 points in the Denver metro area just because of the loop  
6 ramps and the congestion of trying -- what that does on  
7 6th Avenue really kind of clamps things down or chokes  
8 them down. The interchange configuration that is proposed  
9 here will greatly enhance that. It doesn't really address  
10 some of the capacity issues on 6th Avenue. But I think as  
11 far as reducing those choke points at the interchange, the  
12 proposed layout will greatly enhance that and reduce the  
13 congestion.

14 Safety and driver comfort; another  
15 improvement. Again, on Wadsworth, with the median, not  
16 only does that help with capacity. But again, right now,  
17 we're looking at wide open free-for-all kind of turns  
18 wherever you're at. And just eliminating and  
19 consolidating where those turns can be greatly and --  
20 reduces those conflict movements where you have someone  
21 kind of turning left in front of you from seemingly  
22 nowhere to where at least there's a little more control as  
23 to where driver expectancy -- where you expect to see  
24 someone turning. And at the interchange, I already kind  
25 of went through on some of the improvements with

1 elimination of the -- the weave ramps and the -- and the  
2 loops, as well as the improving on the acceleration and  
3 deceleration part.

4           Improve bicycle and pedestrian safety. Randy  
5 mentioned that at the onset. You know, boy, what's out  
6 there now is probably 20 percent of a -- of a sidewalk  
7 along the corridor in there. And what this proposes is  
8 the nice continuous -- both east and west side --  
9 sidewalk. And it does include some improvements for the  
10 critical crossing of the interchange. Right now, that is  
11 also very challenging to try to go and cross the loop  
12 ramps, which are really free-flow movement. And there's  
13 just no control or no ability to be able to cross the  
14 street with a controlled crosswalk.

15           The frontage road system, highlighted on the  
16 reduction of the cut-through traffic, great improvements  
17 with just making some modifications on the frontage road.  
18 And transit or transit connections, we recognize that with  
19 the development of the light rail station up at 14th and  
20 13th, that the corridor on Wadsworth is going to become  
21 very important, especially with linkages down to the  
22 Belmar Center. So those two developments are going to  
23 start to demand a little bit more on some transit. And  
24 adding the capacity to the six lines will greatly enhance  
25 that.



1           If you're thinking about bus service, right  
2 now, if you have two lanes and if there's a bus in that  
3 outside line and the bus stops, now you're really  
4 restricted down to one lane. Having three lanes opens up  
5 some of that and relieves some of that congestion. Plus,  
6 with the sidewalks along the route, we'll definitely be  
7 looking at some very improved bus stops and places -- safe  
8 places for pedestrians specifically. Right now, there's a  
9 few benches that are just literally right off the curb.

10           So those are the improvements that are being  
11 proposed. And now kind of on to the key part of our  
12 presentation. And Mandy will go through and cover what --  
13 the environmental resources and what the impacts that are  
14 documented in the environmental assessment.

15           MS. MANDY WHORTON: Thanks, Tim. So the --  
16 the National Environmental Policy Act requires us to look  
17 at a number of different environmental resources. And the  
18 primary purpose of doing that is to make the decision  
19 maker -- in this case, Federal Highway Administration --  
20 aware of the potential impacts of a proposed project  
21 before that project is approved.

22           So that's the point where we are right now, is  
23 we've documented what those impacts are, and Federal  
24 Highways is reviewing that, along with public comments.  
25 So that's the primary purpose of why we're here today, is

1 to tell you what our studies told about what those impacts  
2 are, and also just to solicit your feedback. And feedback  
3 that we receive will be responded to, as Tim and Randy  
4 mentioned, in a final decision.

5           So we looked at a variety of different  
6 resources. And most of the effects that we found were  
7 actually positive. I'm going to go ahead and just review  
8 a few of those where we did have some adverse impacts.  
9 These are all the same resources that are out in the  
10 hallway. So we're running a little bit long on time; I'm  
11 not going to go into a lot of detail. But we do have  
12 staff here that are available to answer questions. So I  
13 encourage you to please go out and ask questions. The  
14 intent of this presentation is to generate some of those  
15 questions. We're not going to answer them after the  
16 presentation here because we want to allow time for public  
17 comment. But please do take advantage of the staff that  
18 are here to answer questions.

19           So one of the most significant issues that was  
20 raised from the very beginning is noise along 6th Avenue.  
21 And, obviously, those of you who live along 6th Avenue  
22 know it's quite loud. So we did some studies. And, in  
23 fact, it is quite loud. In fact, it's severely loud; one  
24 of the loudest areas within the metro area. So our  
25 traffic model told us that -- what you all know from

1 living there -- that noise mitigation is warranted. So in  
2 this particular case, we looked at a variety of different  
3 options and determined that walls were the most effective  
4 mitigation that could be used for this project area.

5 We looked at about two and a half miles of  
6 walls; about a cost of \$5 million. And you'll see the  
7 maps out there. I'll quickly show you where they are  
8 here. But basically, we are extending the walls along the  
9 east side. This is along the recon frontage --  
10 reconfigured frontage road. So there will actually be  
11 walls that extend along Wadsworth on the east -- on the  
12 north side here and then also along -- on the west side.  
13 And then these walls are all new. So this is where we're  
14 getting the primary benefit, is from all of these places  
15 here where there are no walls today.

16 The aesthetics of noise walls will be  
17 determined in final design. This is kind of what -- this  
18 is what the existing walls look like on the east side.  
19 They are a little bit shorter than the walls that we're  
20 proposing as part of this project. So those are right  
21 around 12 feet; we're proposing 15-foot walls. There's a  
22 fairly big noise benefit to going up that extra 3 feet.  
23 So that's where they're modeled out right now. Again, the  
24 final height would be determined during the final design.

25 This is an area -- this is Meadow Lark Hills.

1 And this is a -- you know, kind of a before-and-after  
2 picture of what those walls might look like. And again,  
3 you know, the final aesthetics of that is -- will be  
4 defined in -- determined in final design. But this is  
5 just a visualization about how the context might look in  
6 terms of what you're looking at now versus what you might  
7 be looking at with the wall.

8 Right-of-way relocation has been an important  
9 topic for us from the beginning. We're working in an  
10 urban area where CDOT doesn't have enough right-of-way  
11 within its existing property to do all the improvements  
12 that are necessary. So there will be property  
13 acquisitions that are required to construct this project.  
14 This kind of shows you -- the same map is also out in the  
15 hallway, and we have right-of-way staff that are here to  
16 answer specific questions.

17 But this just -- just generally, you can see  
18 these are the total acquisitions here in blue. The  
19 primary acquisitions are here in the interchange area.  
20 And that's mostly because the acceleration and  
21 deceleration lanes of the interchange are just so short.  
22 So in order to extend those out further to provide a  
23 reasonable stopping distance as you're trying to exit and  
24 acceleration distance as you're trying to enter is the  
25 primary reason that these properties here would be needed

1 to be acquired.

2           We will look at the final right-of-way  
3 acquisitions during the final design. So this is just  
4 based on our conceptual designs. We knew it was an  
5 important issue. We wanted to be conservative in terms of  
6 letting people know the properties that might need to be  
7 acquired, so that's -- that's how we approached this. We  
8 will look again at the final design. Because we have  
9 coordinated pretty extensively with property owners during  
10 this process.

11           Every property owner who had the potential to  
12 be affected has been contacted at least three times. And  
13 we've talked to most of them. I recognize a lot of you  
14 here tonight that we have talked to in the past. But  
15 again, please take advantage of the right-of-way staff  
16 that are here tonight if you have any questions. And  
17 there also is -- all that contact information is on the  
18 project Web site as well if you have additional questions.

19           Historic properties. That is an older area of  
20 Lakewood. And we actually had a fairly high density of  
21 historic properties within the project area that -- and  
22 some of them were affected. We had nine individually  
23 eligible properties. These are properties that are  
24 eligible for the National Register of Historic Places.  
25 And it doesn't mean that they're listed. It doesn't do

1 anything in terms of their designation. These are just  
2 properties that meet the criteria mostly for architecture  
3 and sometimes for a historical association. We also had  
4 three historic districts that were identified.

5 Generally, the properties -- these are all  
6 properties that were identified as individually eligible  
7 properties. The top ones are residences; the bottom ones  
8 are residences that have been converted into businesses.  
9 These are generally eligible because of their  
10 architectural types. They're representative of their  
11 particular architectural style.

12 Historic districts. We had a couple of  
13 neighborhoods within the project area that were identified  
14 as potential historic districts. And that's the Green  
15 Acres neighborhood here in the northeast quadrant; the  
16 Meadow Lark Hills neighborhood, which is up closer to Carr  
17 and 6th Avenue; and the Jefferson County Open School,  
18 which is between 10th and 12th along Wadsworth. These are  
19 the ones that we surveyed.

20 So we have had some questions. You know, I  
21 think there's some older homes up in this area that --  
22 that are at least as important as the Meadow Lark Hills  
23 area. We only surveyed those that would be potentially  
24 affected by this property. So this isn't a survey of all  
25 of Lakewood's historic homes. These are just the ones

1 that have the potential to be affected by this project.

2           Once we looked at our project design and those  
3 locations of those historic homes, there are four historic  
4 homes along the northeast quadrant of the interchange that  
5 would need to be acquired. And so those -- once they were  
6 acquired, those properties would be demolished. And we're  
7 in the process of developing a memorandum of agreement  
8 with the State Historic Preservation Office to come up  
9 with some mitigation options for -- for those. Most  
10 likely, it's going to be some public education. We're  
11 talking about a Web site. So just things that would add  
12 to the historical record within Lakewood.

13           We also had some effects to surface waters and  
14 wetlands. There are four major gulches that come through  
15 the project area. All of these are undersized to carry  
16 the 100-year flood. So, in general, we're looking at  
17 widening those -- those structures that go under the  
18 roadways. And the 100-year flood can go under the --  
19 under the roads. And that is true for both 6th Avenue and  
20 for Wadsworth.

21           Associated with some of those were some very  
22 small low-quality wetland areas. Generally, these are  
23 really confined channels. This is -- this is the kind of  
24 the extent of wetlands that we have in the project area.  
25 So once you widen out that channel, those wetlands get

1 destroyed. Those will be mitigated and replaced.

2           So what happens next? Well, the first thing  
3 that we're going to do is consider the public and agency  
4 comments. And as Colleen mentioned, the EA has been out  
5 for about three weeks now. There's about another month of  
6 time open for public comments. We will then make a  
7 decision about the document. That will, at that stage,  
8 consider both the results of the Environmental Assessment,  
9 as well as public comments received and then make a final  
10 decision.

11           If the project is approved, final design  
12 right-of-way construction would happen next. We've had a  
13 lot of questions about: When is that going to happen?  
14 And at this point, we don't have very good answers. The  
15 costs of this particular project are higher than what the  
16 revenues were planned for it. Although that gap has  
17 narrowed a little bit, we're still short of the funding  
18 that's required. That's compounded by the fact that state  
19 and federal revenues are down.

20           So the planned money that was available is  
21 available in later years. So we just don't really have a  
22 very good answer about when this project might get  
23 started. But if you're interested in that, you know, we  
24 will definitely -- people who are on the mailing list will  
25 get information if the -- you know, when the decision is



1 made and then what's going to happen next.

2           So the primary purpose of why we're here  
3 tonight is to receive your comments. So how do you do  
4 that? There are lots of ways to comment. We're going to  
5 welcome any comments you have tonight. And Randy gave you  
6 all the ways you can comment tonight. We will also -- we  
7 also have lots of options after tonight's meeting. The  
8 Environmental Assessment Section 4 Evaluation are  
9 available here tonight. They're also available at some  
10 public locations, including the Belmar Library across the  
11 street, the city clerk's office. And you can submit  
12 comments after tonight, either through those mailed-in  
13 public comment cards, a letter, or you can go through the  
14 Web site, or e-mail works too.

15           If you would like to provide comments tonight  
16 at the microphone. We're going to open that up after a  
17 short break. There was a speaker sign-up at the entrance.  
18 So if you didn't see that and you would like to make a  
19 comment, please go back out and just -- we'll try to  
20 manage how many people might want to make comments. We're  
21 going to call you in the order that you signed up. And  
22 you'll each have three minutes to speak. We do need your  
23 name and address.

24           As Colleen mentioned, this is being taped. It  
25 would also be -- your name and address would be part of

1 the public record for this project, so that's important  
2 for you to know. There's a separate court reporter, as  
3 Randy mentioned; that if you would rather speak to  
4 somebody privately, there's a court reporter out in the  
5 hallway that can record those comments. So since we are  
6 on Channel 8, just for those of you who are watching at  
7 home, there -- these are -- the information that you can  
8 use to comment on that. You can go to the project Web  
9 site or you can contact Kirby Roberts to get some  
10 additional information.

11 Thank you very much for coming tonight. We  
12 aren't going to take any questions after the presentation  
13 tonight. But please feel free to talk to people out in  
14 the hallway. We'll take a short break. And then we'll  
15 ring the bell when we're ready to start the public comment  
16 period again. Thanks very much for coming.

17 (A recess was taken from 6:39 p.m. until  
18 6:50 p.m.)

19 MS. MANDY WHORTON: Okay. We have just two  
20 people signed up to speak tonight, so we're going to go  
21 ahead and start with the comment period. The general  
22 ground rules are everyone gets three minutes; the two of  
23 you that speak, it's three minutes. There's a timer that  
24 will go off so you can see -- gauge your comments. If you  
25 want to make additional comments, please feel free to go

1 out and talk to the court reporter again.

2 And so the first person that we have is  
3 Michael Turner. So if you want to just make your way up  
4 to the front of the microphone here. The -- this  
5 microphone here will be the place where you can make your  
6 comments. If you could state your name and address for  
7 the court reporter to record, and then your time will  
8 start.

9 Is -- [REDACTED] is not here? Okay. So  
10 then I think -- [REDACTED] were you going to speak  
11 too? All right. You're up next. You can go right there.  
12 You can come up here too; we're flexible.

13 [REDACTED]: My name is [REDACTED]  
14 and I'm 29 years old times three. And my primary concern  
15 is I would like to see some method for pedestrians and  
16 bicyclists to go over -- or under 6th Avenue without  
17 having to deal with the traffic. There are a couple of  
18 examples of where this has been done. One is on Kipling  
19 where the -- Clear Creek goes under Kipling -- I think  
20 it's about 38th or so -- and that works. And there's  
21 another one on I-70 -- again, about 38th or so -- that's  
22 an overpass. And I don't know how effective that is. But  
23 anyway, that may be nice to have.

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

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           MS. MANDY WHORTON: Thank you. So the next  
16 person signed up to speak is [REDACTED]. And if  
17 there's anybody else, that's -- [REDACTED] our last person.  
18 But if you're interested, please just go back and sign up.  
19 We're certainly happy to entertain additional speakers.  
20 Thank you.

21           [REDACTED]: Hi. I'm [REDACTED].  
22 I'm not quite as old as [REDACTED] 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 [REDACTED]: 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 MR. TIM EVERSOLL: Any other volunteers or  
21 comments? Again, I know this is a little -- a little  
22 strange from what we -- before, when we've had Q&A. And  
23 this is really a formal -- just a comment where we don't  
24 really provide any answers, because it's just being  
25 documented. And as we talked before, the -- your comments

1 will be recorded and then summarized in the decision  
2 document that we will work on next.

3           So if there are just Q&A-type questions,  
4 again, we'll address those on out. So if anyone just has  
5 another kind of comment -- and I appreciate being able to  
6 change that from a question to a comment. And that's  
7 perfect, so . . .

8           [REDACTED]: Can I come up without  
9 signing up?

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

12           [REDACTED]: I am [REDACTED],  
13 and I live at [REDACTED]. And as we were  
14 looking to see about all the noise barriers, we were told  
15 that there would be no noise barriers on the northwest  
16 side of the exchange, because the homes are all too far  
17 back. I would like to know what myself and my neighbors  
18 could do to have somebody come and check the noise  
19 decibels in our backyards. Because the overpass is quite  
20 high on -- on 6th, and it throws the noise over -- even in  
21 the summer, the trees don't cut the noise. And it comes  
22 into our yards. And I'd like to know what we could do to  
23 have somebody come and check it. Thank you.

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

1           I'd say with that -- then I'd say if you have  
2 questions and answers, again, we're going to be here yet  
3 for another, you know, good 30 minutes and beyond, if  
4 necessary, to answer specific questions; any of staff  
5 that's out there. We greatly, greatly appreciate your  
6 participation in this again. Like I said, over the two  
7 years that we've been working on this, I think we've had  
8 some great input. And your input has been directly -- a  
9 positive factor on shaping the direction of the project.  
10 So thank you very much. And thank you for coming out this  
11 evening.

12                   (The proceedings were concluded at 7:00 p.m.,  
13 on Wednesday, July 22, 2009.)

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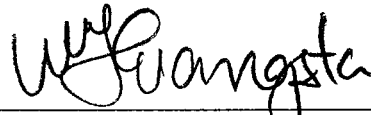
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REPORTER'S CERTIFICATE

I, Wendy Evangelista, Registered Professional Reporter and Notary Public in and for the State of Colorado, do hereby certify that said proceedings were taken in shorthand by me at the time and place hereinabove set forth and was thereafter reduced to typewritten form under my supervision, as per the foregoing transcript; that the same is a full, true, and correct transcription of my shorthand notes then and there taken.

I further certify that I am not related to, employed by, nor counsel for any of the parties or attorneys herein, nor otherwise interested in the event of the within action.

My commission expires August 12, 2012; and I have hereunto set my hand August 5, 2009.



Registered Professional Reporter  
and  
Notary Public