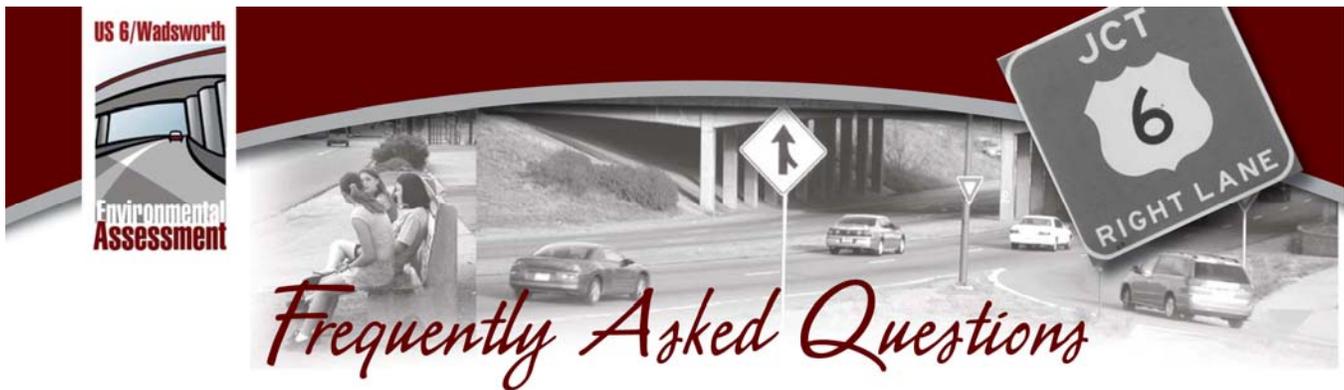


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Q-1: Why is CDOT conducting this study?

A-1: Transportation improvements in the study area have been identified as a high priority for CDOT, the City of Lakewood, and area residents, businesses, and commuters. Roadway improvements in the region's West Corridor have been identified in Lakewood's Comprehensive Plan, the Denver Regional Council of Government's (DRCOG's) Regional Transportation Plan, and the 1997 West Corridor Major Investment Study prepared by the Regional Transportation District (RTD). Improvements in the West Corridor, including improvements to the US 6 and Wadsworth interchange, were identified as one of the set of 28 high-priority projects across the state that, in 1996, CDOT committed to completing over the next approximately 25 years. In 1999, Colorado voters approved bonding on CDOT's 28 high-priority projects against future gas tax revenues to complete the projects on an accelerated schedule. CDOT has completed nearly half of the projects of its Strategic Transportation Investment Program, also known as the 7th Pot Program. The US 6 and Wadsworth improvements have been identified as one of the roadway projects needed for the West Corridor, and as such, improvements could be eligible for priority funding.

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

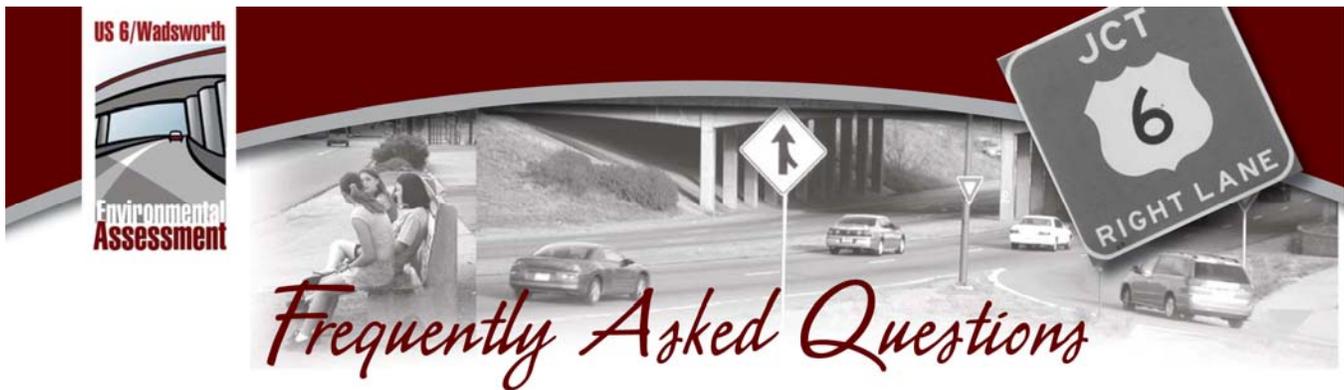
A-2: An EA is a document that describes the effects that a federal action would have on the environment. It also describes the impacts of alternatives to the Proposed Actions and identifies ways to avoid, minimize, or mitigate adverse impacts. The National Environmental Policy Act (NEPA), signed into law on January 1, 1970, established a national policy to protect the environment. Federal agencies are required to integrate the NEPA process into other planning processes to ensure that planning and decisions consider environmental values. Regulations for implementing NEPA established by the President's Council on Environmental Quality (CEQ) require that federal agencies document their consideration of environmental values and provide opportunity for public involvement. The potential for both beneficial and adverse impacts must be considered. EAs are normally prepared for those Proposed Actions whose environmental impacts are unknown. An EA will result in either a Finding of No Significant Impact (FONSI) or a finding of significant impact and a Notice of Intent to prepare an Environmental Impact Statement (EIS) to further study these impacts.

Q-3: Why does this project require an EA?

A-3: An EA is required because the proposed implementation of transportation improvements to US 6 and Wadsworth Boulevard is likely to have environmental impacts, and the extent of these impacts is unknown.

Q-4: How long will the study take?

A-4: The study was initiated in spring 2007 and will be completed in December 2008. If a construction project is identified at the end of the study, the project would then proceed into final design and construction. Final design typically takes 6 to 12 months to complete, and construction typically takes one to two years. The US 6 / Wadsworth study has been identified by CDOT and the Federal Highway Administration (FHWA) as a pilot NEPA streamlining project. It is also a priority project for CDOT and the City of Lakewood. The study is following an accelerated schedule due to the streamlining efforts.



Q-5: What is the role of the public in this study?

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

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

The public will also be involved in developing and selecting mitigation measures used to avoid or minimize impacts of the Preferred Alternative. The public will then be able to review the EA document and provide formal comments at a public hearing. FHWA will consider these comments when writing its decision document on the project.

Q-6: What is the role of the City of Lakewood in the study?

A-6: The City of Lakewood is a partnering agency on the study. The City is working with CDOT and FHWA to provide a vision for improvements and necessary information and coordination among city departments and staff.

Q-7: How does CDOT's project relate to Lakewood's Station Area Plan and rezoning for the West Corridor Light Rail Station?

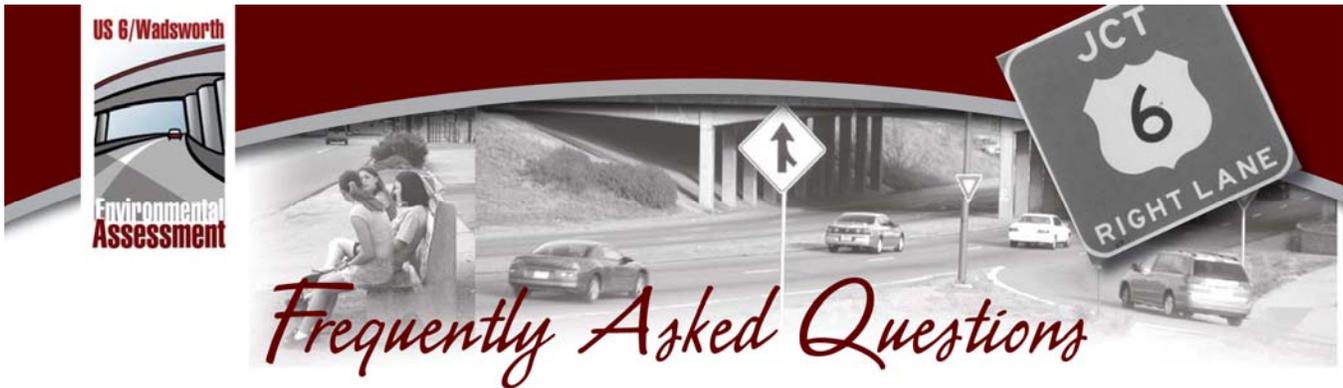
A-7: CDOT has reviewed Lakewood's Station Area Plan to determine whether proposed improvements on Wadsworth Boulevard would conflict with the Plan. Implementation of the Station Area Plan, however, is beyond the scope of this study. The City of Lakewood is a partner with CDOT on the EA.

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

A-8: RTD is a cooperating agency on the study. RTD has jurisdiction over the West Corridor light rail line and station, which are located in the US 6 / Wadsworth study area. RTD is working with CDOT and FHWA to provide necessary information on the West Corridor project and coordinate between the West Corridor and US 6 / Wadsworth projects.

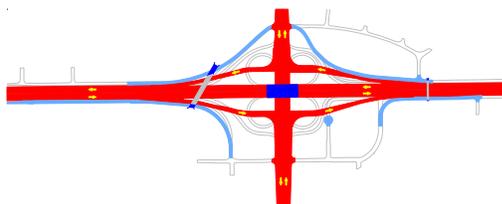
Q-9: Is CDOT involved in the property acquisitions for the West Corridor (east side of Wadsworth between 13th and 14th Avenues)?

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

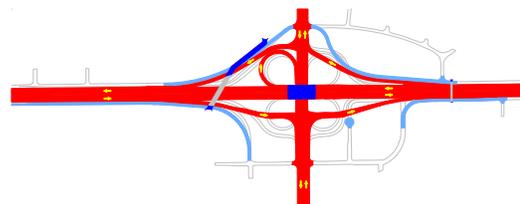


Q-10: What are the options for improvements?

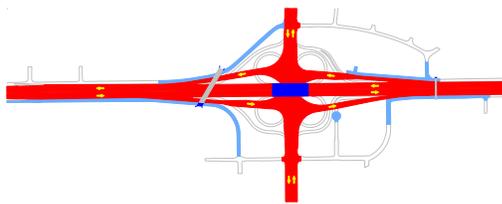
A-10: At this point in the study process, options for improvements include conceptual designs for the US 6 and Wadsworth interchange and for Wadsworth Boulevard between 4th and 14th Avenue. Eight conceptual interchange designs were evaluated for fatal flaws during the Level 1 screening process. CDOT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



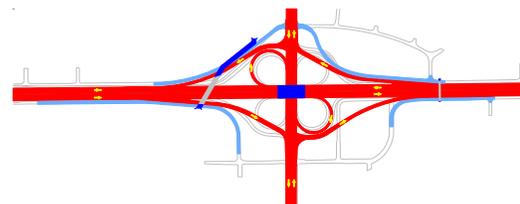
Tight Diamond



Tight Diamond with Loop



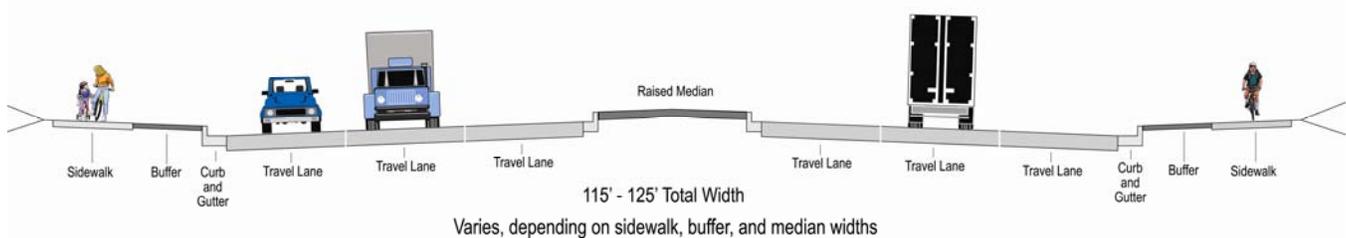
Single Point Urban Interchange (SPUI)



Partial Cloverleaf

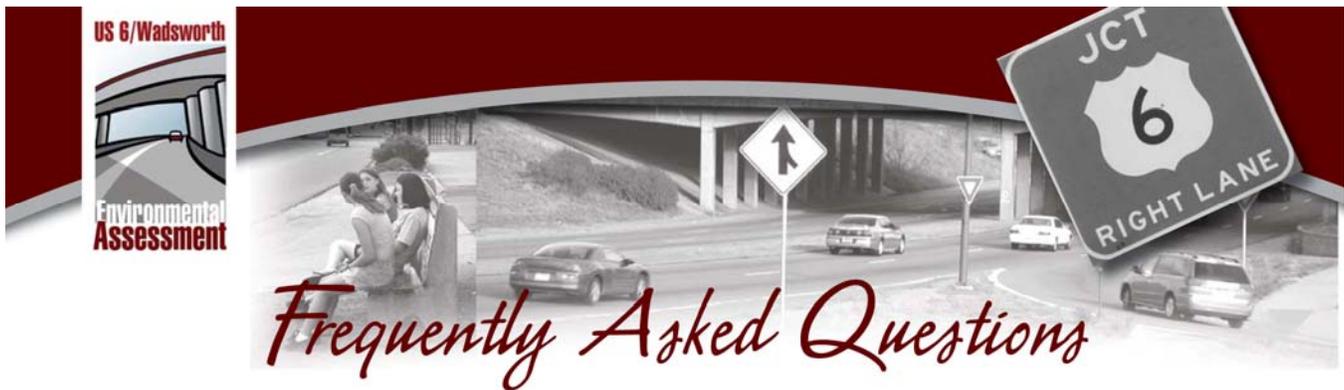
Eleven conceptual designs for Wadsworth Boulevard were evaluated for fatal flaws during the Level 1 screening process. One concept is recommended to be carried forward for more detailed evaluation. The basic elements of this concept are shown below. It is likely that multiple alternatives, each varying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

Concept 8 - Six Lanes With Median and Sidewalks



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

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



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

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

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

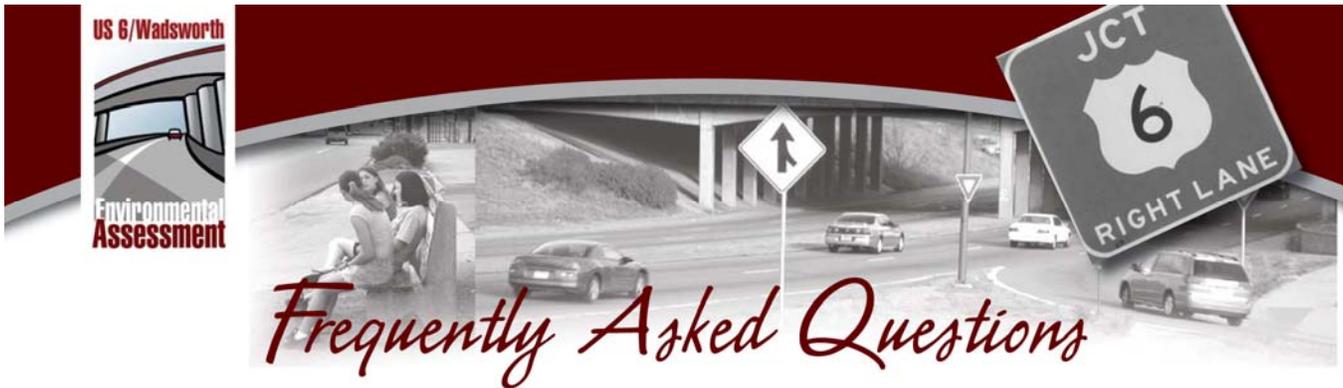
A-13: Preliminary details on property impacts will be available in April 2008. At that time, we will hold another Open House to discuss the results of the detailed alternatives evaluation, including property impacts. We will also be meeting with potentially affected property owners. (Also, see Q-12.)

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

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

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

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



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

A-16: The study will use DRCOG’s approved 2035 travel forecasting model to determine future corridor traffic conditions, as required by NEPA. The DRCOG model incorporates the entire RTD FasTracks program as well as the most current land use forecasts surrounding the Wadsworth Boulevard corridor and the proposed West Corridor Light Rail Transit station. To date, a number of planning efforts have been completed to evaluate the implementation of light rail transit, the transit station, and the potential for changes in land use surrounding the station such as transit-oriented development (TOD). These planning efforts are described below.

Title	Agency	Date	Status
West Corridor Major Investment Study	RTD	1997	Adopted
Final West Corridor Environmental Impact Statement	RTD	2003	Completed
Wadsworth Boulevard Station Area Plan	City of Lakewood	2006	Adopted
Article 22: Mixed Use Zone District Zoning Ordinance	City of Lakewood	2007	Adopted
Wadsworth Boulevard Station Area Implementation Plan	City of Lakewood	2007	Adopted
West Corridor Supplemental Environmental Assessment	RTD	2007	Completed

Q-17: When will the project be constructed?

A-13: The EA must be completed before CDOT can apply for federal funding to construct a project. A typical schedule would include 18 to 24 months for completion of an EA, 6 to 12 months for final design, and one to two years for construction. Because the project is a high priority, construction could start as early as 2010.

Q-13: Will the project be constructed at the same time as other major construction projects in the area?

A-13: If a construction project is identified, the construction timing will be coordinated with other major construction projects in the area. CDOT will work closely with other entities to coordinate construction schedules to minimize disruptions to area residents, businesses, and commuters to the greatest extent possible.