



April 2008 Newsletter

Join us at the next US 6/Wadsworth public open house to discuss project alternatives and impacts.

Tuesday, April 29, 4:00 to 8:00 p.m.

Lakewood Cultural Center

470 South Allison Parkway

Lakewood, Colorado

Informational presentation at 5:00 p.m.

Children's activity area available (unsupervised)

Design Concepts Presented at February 2008 Open House

The second public open house for the US 6/Wadsworth study was held on February 12, 2008 at the Lakewood Cultural Center. The purpose of the meeting was to present and explain the preliminary design concepts for the US 6 and Wadsworth Boulevard interchange and for Wadsworth Boulevard between 4th and 14th Avenues. The meeting also presented the results of the Level 1 (fatal flaw) screening, which eliminated design concepts with fatal flaws from further consideration. Approximately 92 members of the public, along with City of Lakewood staff and elected officials, attended the open house to talk with CDOT staff, review the preliminary design concepts and screening information, and listen to a detailed presentation about the design concepts recommended for further evaluation. Copies of the presentation, display boards, and meeting handouts are available for review on the project website, www.US6Wadsworth.com.

Eight design concepts were developed for the US 6 and Wadsworth Boulevard interchange, and eleven design concepts were developed for Wadsworth Boulevard between 4th and 14th Avenues. These concepts were screened in a process called Level 1 screening. This screening process identifies concepts that can meet the project purpose and need, can be implemented at a reasonable cost, and would not result in unacceptable environmental or community impacts. Each design concept was screened for fatal flaws in roadway design and safety, traffic operations and mobility, local impacts, environmental impacts, costs, and implementation. Concepts with fatal flaws in any of these areas were eliminated from further consideration. To view detailed results of the Level 1 screening, and information on concepts eliminated from further evaluation, please visit the project website. Concepts recommended for more detailed evaluation are described on the following pages.

What Did We Hear at the Open House?

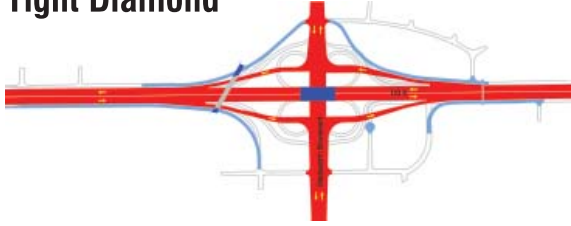
Attendees at the February 2008 open house provided comments through conversations with project staff and through written comment forms submitted during and after the meeting. Meeting attendees generally agreed with CDOT's recommendations for interchange and Wadsworth concepts to be further evaluated. Comments heard most often focused on the following issues:

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

Interchange Design Concepts

Four design concepts for the US 6 and Wadsworth Boulevard interchange were recommended for further evaluation, based on the results of the Level 1 screening: a tight diamond, a tight diamond with a loop, a single point urban interchange (SPUI), and a partial cloverleaf. Stakeholders attending the February open house generally voiced agreement with these recommendations. The pros and cons listed next to each interchange type describe elements the project team must consider when refining and evaluating the concepts.

Tight Diamond



Examples: I-70 and Federal Boulevard, US 6 and Indiana Avenue, I-70 and Denver West Boulevard

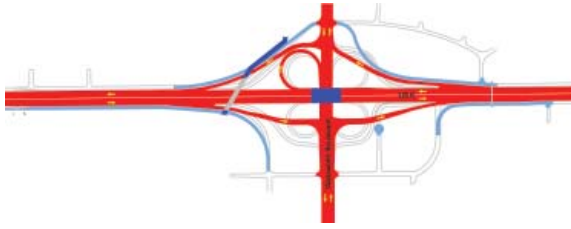
Pros

- Eliminates weaving conflicts
- Improves pedestrian and bicyclist crossings
- Lower right-of-way requirements than traditional diamond interchange
- Moderate construction costs
- Common interchange type
- Better spacing between ramp terminal and external intersections than traditional diamond interchange

Cons

- Less capacity for high volume movements
- Does not accommodate heavy left turns well
- Complex signal timing
- High number of conflict points
- Two intersections required

Tight Diamond with Loop



Examples: I-25 and Colorado Boulevard, I-25 and Castle Pines Parkway

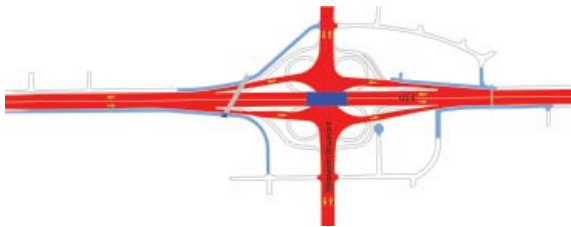
Pros

- Eliminates weaving conflicts
- Improves capacity over tight diamond without loop
- Better capacity for highest volume movement
- Reduces pedestrian and bicycle conflicts
- Moderate construction costs
- Common interchange type

Cons

- Does not accommodate heavy left turns well
- Two intersections required
- Higher number of conflict points
- Maintains one loop that presents pedestrian and bicyclist conflicts
- Requires more right-of-way than tight diamond without loop

Single Point Urban Interchange (SPUI)



Examples: C-470 and Morrison Road, I-25 and University Boulevard, US 85 (Santa Fe) and Evans Avenue

Pros

- Eliminates weaving conflicts
- Improves capacity by consolidating signals and allowing for increased vehicle storage
- Requires less right-of-way
- Consolidates intersection conflict points
- Improves pedestrian and bicyclist crossings
- Allows opposing left turns to proceed simultaneously (and improves turning radius for trucks)

Cons

- Higher cost of construction because of longer bridge span and retaining walls
- Wider intersection has longer intersection crossing distance, which can result in more accidents
- Left turns appear "head to head" to turning traffic from the exit ramps

Partial Cloverleaf



Examples: US 36 and Federal Boulevard, US 285 and US 85 (Hampden and Santa Fe)

Pros

- Eliminates weaving conflicts
- Better capacity for highest volume movement
- Highest capacity interchange (of interchanges recommended for evaluation)
- Reduces left turn conflicts (as compared with other interchange types)

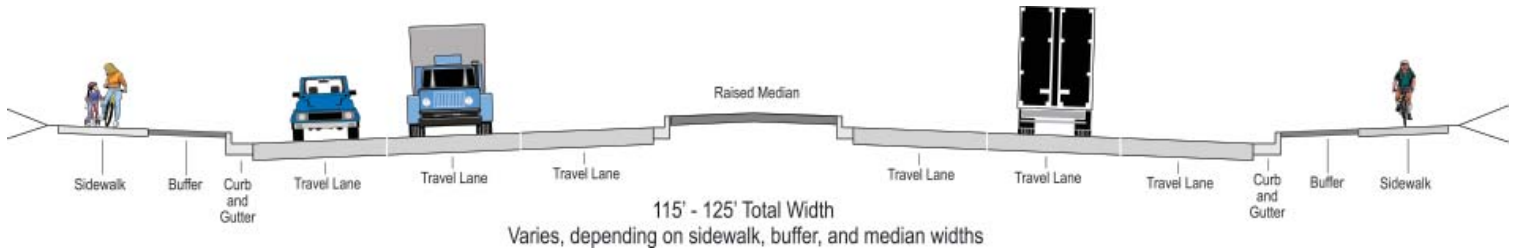
Cons

- Higher right-of-way requirements, particularly in southeast loop
- Maintains two of four loops that present bicyclist and pedestrian conflicts
- Close spacing between ramp terminals and external intersections

Wadsworth Boulevard Design Concept

One concept for Wadsworth Boulevard between 4th and 14th Avenues was recommended for further evaluation, based on the results of the Level 1 screening: six travel lanes, three in each direction; a raised median for safety and access control; and sidewalks for pedestrian and bicycle use. Multiple detailed design options, each varying the different design elements, have been developed out of this basic concept. Other considerations, such as landscaping, are also being considered as part of the design refinement process.

Members of the public attending the February open house generally voiced agreement with the recommendation to carry this concept forward. Several written comments suggested that other concepts be carried forward as well, including a concept with dedicated transit lanes. CDOT is unable to carry forward any concepts with dedicated transit lanes as part of this project, because there are no logical end points for transit within this project's limits. However, concepts carried forward will not preclude transit lanes, such as between the West Corridor station and Belmar or a longer distance along Wadsworth Boulevard, in the future.



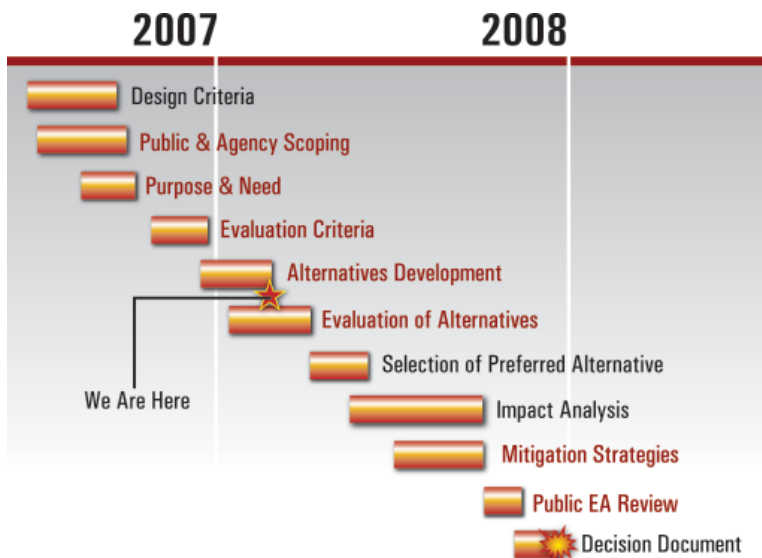
What Are the Next Steps?

The project team refined the interchange and Wadsworth Boulevard design concepts after the February open house. The refined concepts are now going through a second level of evaluation, which rates the concepts on their design and safety features, mobility and traffic operations, local impacts, environmental impacts, costs, and implementation elements. The Level 2 evaluation will help determine which alternative(s) will be analyzed in the Environmental Assessment (EA).

Another public open house on April 29, 2008 will provide information on the refined concepts, including estimated environmental, transportation, and property impacts of each concept. Results of the Level 2 evaluation will also be presented, along with a recommendation for which alternative(s) will be evaluated in the EA.

Once preliminary environmental, transportation, and property impacts have been identified, the project team will begin contacting affected property owners to discuss potential impacts and determine measures to avoid, minimize, or mitigate property impacts. Meetings with these property owners will likely be scheduled during May and June 2008. These meetings will be preliminary meetings to discuss potential impacts, and are not for negotiating or acquiring right-of-way.

Schedule of Key Milestones



The project team will complete the following steps in order to reach a decision on the project:

- Screen and evaluate the design concepts and solicit public feedback (February 2008 to April 2008)
- Select alternative(s), analyze impacts, and identify mitigation measures in an EA (April 2008 to August 2008)
- Hold a Public Hearing on the EA and take public comments (August 2008)
- Make and document a final decision that may identify a construction project to address the issues in the study area (December 2008)

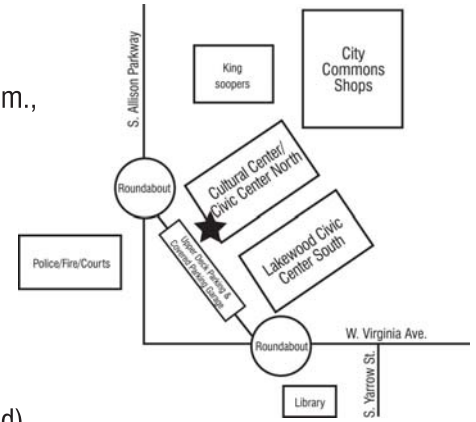
Join Us at Open House #3

Please join us at our next open house on Tuesday, April 29, 2008 from 4:00 p.m. to 8:00 p.m., with an informational presentation at 5:00 p.m., at the Lakewood Cultural Center, 470 South Allison Parkway, Lakewood, Colorado.

At the open house, CDOT will present the following:

- Refined interchange and Wadsworth Boulevard design concepts
- Preliminary estimates of environmental, transportation, and property impacts
- Results of the Level 2 evaluation, comparing the refined design concepts against one another
- Recommendation for alternative(s) to be evaluated in the EA

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



Stay Connected

The project team has attended a number of neighborhood and business group meetings in the area. If you are interested in having a presentation at your group meeting, please call our public involvement coordinator (information provided below). We are happy to meet with your group, provide current information on the study, and answer any questions.

If you want to learn more about the project or ask questions, please contact us in one of the following ways:

Visit our website: www.US6Wadsworth.com

Email: US6Wadsworth@CH2M.com

Write: US 6 & Wadsworth EA
c/o Colleen Kirby Roberts
535 16th Street, Suite 800
Denver, CO 80202

Call:

Colleen Kirby Roberts – CH2M HILL Public Involvement Coordinator
303-573-5385, extension 205

Seyed Kalantar, PE – CDOT Project Manager 720-497-6955

Kirk Webb – CDOT Environmental Manager 303-757-9826

Tim Eversoll, PE – CH2M HILL Project Manager 720-286-5137

Mandy Whorton – CH2M HILL Environmental Manager 720-286-5239

Mindy Crane – CDOT Public/Media Relations Manager 303-757-9469