



Scoping Summary Report


APPENDIX E

Agency Scoping Meeting Presentation and Display Boards

US 6/Wadsworth
Assessment

US 6 and Wadsworth Boulevard Environmental Assessment Agency Scoping Meeting

August 16, 2007
CDOT Headquarters, Shumate Building, Denver
Session 1: Social and Community Resources



US 6/Wadsworth
Assessment

Welcome

The mission of the Colorado Department of Transportation (CDOT) is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.




US 6/Wadsworth
Assessment

Project Team


- **Project Sponsors**
 - Federal Highways Administration (FHWA)
 - CDOT
- **Cooperating Agencies**
 - Regional Transportation District (RTD)
- **Partnering Agencies**
 - City of Lakewood
- **Consultant**
 - CH2M HILL
 - Subconsultants



US 6/Wadsworth
Assessment

Agenda


- Project Background
- Agency Review and EA Schedule
- Purpose and Need
- Environmental Resources
- Questions



US 6/Wadsworth
Assessment

Study Corridor


- Approximately 1-mile-long corridor within Lakewood, Colorado
- 500-foot corridor on either side of Wadsworth Boulevard centerline between 3rd and 13th avenues
- 500-foot corridor along each side of US 6 between approximately Broadview Drive to the east and Allison Street to the west
- Logical termini not yet finalized




US 6/Wadsworth
Assessment

Agency Review


- Scoping packets contain comment sheets for you to provide comments on the scope of the EA
- Of particular interest are:
 - Purpose and Need
 - Scope and Methodologies for Environmental Resources Impact Analysis
 - What are we missing?
 - Are there processes we should incorporate to streamline and focus the NEPA process?
- Scoping period ends on August 31, 2007



US 6/Wadsworth
Assessment

Schedule


- CDOT and FHWA have committed to complete the EA in 12 to 24 months
- Range in schedule depends on complexity of alternatives analysis
- EA project will incorporate streamlining techniques
 - Partnering among project proponents
 - Proactive agency coordination and continued involvement
 - Highly interactive public involvement program
 - Study what matters
 - Structured reviews of documentation
 - Other ideas? Feedback?



US 6/Wadsworth
Assessment

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Improve safety and mobility for automobile, truck, transit, bicycle, and pedestrian travel at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 3rd Avenue and 13th Avenue



US 6/Wadsworth
Assessment

Transportation Needs and Issues


- Corridor fly-through



US 6/Wadsworth
Assessment

Environmental Resources


- Early data collected to determine presence and context of environmental resources in the study area
- Study area is urban, and environmental resources are typical of those found in disturbed, urban areas
 - Human environmental issues are important
 - Natural areas are limited



US 6/Wadsworth
Assessment

Air Quality


- Attainment/maintenance area for PM₁₀, CO, and 1-hour O₃
- Potential for redesignation as nonattainment for O₃.
- Project included in conforming DRCOG 2030 Regional Transportation Plan, and project-level conformity analysis is not required
- Hot spot modeling may be required for localized CO and PM₁₀ emissions for select signalized intersection(s)



US 6/Wadsworth
Assessment

Archaeology


- Study area is developed, and most natural areas have been disturbed previously
- No significant archaeological properties identified in file search, and because of disturbance, intact resources are not likely to be found
- Additional archaeological investigation is not warranted or planned



US 6/Wadsworth
Assessment

Floodplains


- Five Federal Emergency Management Agency (FEMA)-regulated 100-year floodplains are located within the study area
 - Lakewood Gulch
 - South Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
 - North Dry Gulch
- US 6 does not appear to be within the 100-year floodplain but flow in McIntyre Gulch is constrained



US 6/Wadsworth
Assessment

Floodplains (cont.)


- Wadsworth Boulevard is in the 100-year floodplain in four locations, and flooding during a 100-year flood event would be expected at these locations:
 - 2nd Avenue
 - 8th Avenue
 - 11th Avenue
 - Colfax Avenue
- Several of the drainage facilities under Wadsworth Boulevard are substantially undersized
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US 6/Wadsworth
Assessment

Hazardous Materials


- 68 sites near study area have been identified from file searches with potential hazardous waste concerns
- Six sites were determined to have potential to affect the project because
 - the database identified them as active sites with potential for contamination AND
 - groundwater flow could cause migration of contaminants into the study area.



US 6/Wadsworth
Assessment

Hazardous Materials (cont.)


- Sites of potential concern include:
 - Diamond Shamrock – leaking underground storage (LUST) site
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 - Wal-Mart site may have been a historical LUST site (incomplete information)
 - Merchants Oil/Bradley – LUST site
 - Grease Monkey/USA Auto Tech – was a former LUST site and contamination may have migrated to the study area



US 6/Wadsworth
Assessment

Historic Resources


- File search conducted with the Office of Archaeology and Historic Preservation (OAHP)
 - 118 recorded sites in the vicinity, and 19 within the boundary of the study area
 - Only one site within study area previously determined to be eligible for the National Register of Historic Places (NRHP)
 - Railroad remnants of the former Denver Intermountain Railroad
 - RTD West Corridor project has affected integrity of this resource



US 6/Wadsworth
Assessment

Historic Resources (cont.)

- Potential historic properties divided into 5 development zones:
 - Transportation development which includes automobile roadways and former railroad line along 13th Avenue
 - Non-transportation oriented landscape features (e.g., gulches and ditches)
 - Commercial corridor adjacent to Wadsworth Boulevard that includes developments that range from small "mom and pop" businesses to large, national retail chain stores
 - Jefferson County Open School complex of buildings
 - Residential development east and west of Wadsworth Boulevard and along US 6
- Area of Potential Effects encompasses first row of parcels adjacent to Wadsworth Boulevard and areas along the eastern quadrants of the interchange



US 6/Wadsworth
Assessment

Land Use


- Current land use is a mix of commercial, residential, and industrial uses
- No park or recreation resources in immediate study area
- Land Use along Wadsworth Boulevard is expected to undergo extensive change with new developments at Belmar and Creekside, and West Corridor light rail line and transit station along 13th Avenue
- City of Lakewood has approved higher-density zoning to support future development of the area



US 6/Wadsworth
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Noise


- Noise measurements were taken at two locations over a week-long period and at nine locations over 20 minute periods
- Measured loudest-hour noise levels range from 60 to 74 dBA, with loudest levels measured along US 6
- The 66-dBA noise level contour lies approximately 150 feet on either side of Wadsworth Boulevard, and encompasses the first row of commercial properties



US 6/Wadsworth
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Noise (cont.)


- West of the interchange, the predicted 66-dBA noise level contour lies approximately 350 to 650 feet on either side of US 6 and encompasses three to four rows of residential properties
- East end of the interchange (where noise walls are in place), the predicted 66-dBA noise contour lies approximately 180 feet on either side of US 6 and encompasses the first row of residences



US 6/Wadsworth
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Paleontology


- Study area is disturbed and unlikely to contain any intact important paleontological resources
- Project team will consult with CDOT to confirm that no further analysis of paleontological resources is required



US 6/Wadsworth
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Right of Way (ROW)


- ROW along Wadsworth Boulevard varies from 80 to 95 feet average width
 - Colfax Avenue to 10th Avenue: 80 feet
 - 10th Avenue Southern Quadrants: 90 feet
 - 10th Avenue to North Quadrants of 8th Avenue: 80 feet
 - 8th Avenue Southern Quadrants to 7th Avenue: 95 feet
 - 5th Avenue to 2nd Avenue: 85 feet
- ROW at the US 6 and Wadsworth Boulevard interchange is approximately 780 feet



US 6/Wadsworth
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Section 4(f) and 6(f) Resources


- No parks or wildlife areas that qualify as Section 4(f) resources
- No Section 6(f) resources in the study area
- Historic building survey will be conducted to identify any NRHP-eligible historic properties in study area
- If any NRHP-eligible properties require a transportation use, a Section 4(f) evaluation will be conducted



US 6/Wadsworth
Assessment

Socioeconomics and Community Resources


- Population is relatively stable but may increase with new, higher density zoning
- Large and small businesses, mostly retail and services oriented
- Four established neighborhoods with primarily single-family housing and some multi-family housing
- Transportation issues of great concern to neighborhoods
- Several schools in study area, including the Jefferson County Open School at Wadsworth Boulevard and 10th Ave.
- Emergency services include fire, police, and ambulance
- Existing RTD bus routes serve the area with transit use expected to increase with future West Corridor



US 6/Wadsworth
Assessment

Environmental Justice


- Low-income and minority populations were evaluated using CDOT's approved methodology for environmental justice analysis
 - No low-income populations
 - Higher than Lakewood average minority (mostly Hispanic) populations in some Census blocks
- School demographic information suggests higher minority and low-income populations than Census data
- Three of four neighborhoods in study area have lower median income than Lakewood average
- Additional outreach will be conducted to identify and reach out to minority and low-income populations



US 6/Wadsworth
Assessment

Visual/Aesthetic Considerations


- North-South Views along US 6 are limited
 - 65 mph speeds of the highway
 - Noise walls east of Wadsworth block views
- Visual resources along Wadsworth Boulevard corridor
 - Loosely defined streetscape of low-profile, sporadically spaced buildings
 - Wide, exposed corridor with heavy traffic, few trees, and limited spatial definition
 - Interchange area is a distinctive visual break from rest of corridor
 - Limited distant views because of tree canopies and overgrown vegetation in drainages



US 6/Wadsworth
Assessment

Visual/Aesthetic (cont.)


- Opportunities for creating a new visual landscape
 - Area is changing, independent of any changes that may occur on the US 6 or Wadsworth Boulevard
 - Sidewalks, medians, interchange designs, water quality treatment features, etc. have the opportunity to create scale and visual continuity along Wadsworth Boulevard and a sense of gateway at the interchange



US 6/Wadsworth
Assessment

Water Quality


- The study area is located in the Upper South Platte River basin, which is a primary drainage near the study area
- Several smaller creeks and drainages are located on or adjacent to study area
 - Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
- These tributaries are generally dry during the year with periodic high flows
- Construction stormwater runoff control and post-construction stormwater management requirements could be challenging because of constrained ROW



US 6/Wadsworth Assessment

Wetlands


- Waters of the U.S. and/or wetlands areas identified in the study area:
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- Jurisdictional status of these waters has not been determined
- Formal wetland delineation has not occurred



US 6/Wadsworth Assessment

Wildlife and Vegetation


- Project is located in a highly developed urban area
- Common urban wildlife species are likely to occur in the study area
 - Migratory birds may nest in the project area, although no nests were observed during field visit
 - Riparian areas will be subject to Senate Bill 40 requirements for construction
- Fish do not occur in drainages because gulches do not have permanent flow
- No habitat for U.S. Fish and Wildlife Service-listed threatened or endangered species occurring in Jefferson County



US 6/Wadsworth Assessment

Resources to Analyze in EA


▪ Air Quality	▪ Noise
▪ Cumulative Impacts <ul style="list-style-type: none"> – Transportation – Community and Business Resources 	▪ Pedestrians and Bicyclists
▪ Floodplains	▪ Relocation/Right-of-Way
▪ Hazardous Materials/Wastes	▪ Socioeconomics
▪ Historic Properties	▪ Transportation
▪ Land Use	▪ Water Quality/Water Resources
	▪ Wetlands



US 6/Wadsworth Assessment

Additional Information Needed


- Section 4(f) Historic Resources
- Environmental Justice



US 6/Wadsworth Assessment

Questions?


- Please submit your comment form or other form of written comments by the end of the scoping period (August 31, 2007)
- Thank you for your participation
- We look forward to hearing from you
 - How can we help streamline your review of the milestones of the Environmental Assessment?
 - What additional transportation and environmental issues need to be considered to make the US 6 and Wadsworth project a success?



US 6/Wadsworth Assessment


Discussion Topics

- Social and Community Resources
 - Bicycles/Pedestrians
 - Cumulative Impacts
 - Environmental Justice
 - Land Use
 - Public Involvement
 - Right-of-Way
 - Socioeconomics
 - Visual/Aesthetic Considerations



MS & Walworth
Assessment


Recap



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Discussion Topics

- Human and Built Environment
 - Air Quality
 - Archaeology
 - Hazardous Materials
 - Historic Resources
 - Noise
 - Paleontology
 - Safety
 - Section 4(f) / 6(f)
 - Traffic



MS & Walworth
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 - 118 recorded sites in the vicinity, and 19 within the boundary of the study area
 - Only one site within study area previously determined to be eligible for the National Register of Historic Places (NRHP)
 - Railroad remnants of the former Denver Intermountain Railroad
 - RTD West Corridor project has affected integrity of this resource



US 6/Wadsworth
Assessment

Historic Resources (cont.)

- Potential historic properties divided into 5 development zones:
 - Transportation development which includes automobile roadways and former railroad line along 13th Avenue
 - Non-transportation oriented landscape features (e.g., gulches and ditches)
 - Commercial corridor adjacent to Wadsworth Boulevard that includes developments that range from small "mom and pop" businesses to large, national retail chain stores
 - Jefferson County Open School complex of buildings
 - Residential development east and west of Wadsworth Boulevard and along US 6
- Area of Potential Effects encompasses first row of parcels adjacent to Wadsworth Boulevard and areas along the eastern quadrants of the interchange



US 6/Wadsworth
Assessment

Land Use


- Current land use is a mix of commercial, residential, and industrial uses
- No park or recreation resources in immediate study area
- Land Use along Wadsworth Boulevard is expected to undergo extensive change with new developments at Belmar and Creekside, and West Corridor light rail line and transit station along 13th Avenue
- City of Lakewood has approved higher-density zoning to support future development of the area



US 6/Wadsworth
Assessment

Noise


- Noise measurements were taken at two locations over a week-long period and at nine locations over 20 minute periods
- Measured loudest-hour noise levels range from 60 to 74 dBA, with loudest levels measured along US 6
- The 66-dBA noise level contour lies approximately 150 feet on either side of Wadsworth Boulevard, and encompasses the first row of commercial properties



US 6/Wadsworth
Assessment

Noise (cont.)


- West of the interchange, the predicted 66-dBA noise level contour lies approximately 350 to 650 feet on either side of US 6 and encompasses three to four rows of residential properties
- East end of the interchange (where noise walls are in place), the predicted 66-dBA noise contour lies approximately 180 feet on either side of US 6 and encompasses the first row of residences



US 6/Wadsworth
Assessment

Paleontology


- Study area is disturbed and unlikely to contain any intact important paleontological resources
- Project team will consult with CDOT to confirm that no further analysis of paleontological resources is required



US 6/Wadsworth
Assessment

Right of Way (ROW)


- ROW along Wadsworth Boulevard varies from 80 to 95 feet average width
 - Colfax Avenue to 10th Avenue: 80 feet
 - 10th Avenue Southern Quadrants: 90 feet
 - 10th Avenue to North Quadrants of 8th Avenue: 80 feet
 - 8th Avenue Southern Quadrants to 7th Avenue: 95 feet
 - 5th Avenue to 2nd Avenue: 85 feet
- ROW at the US 6 and Wadsworth Boulevard interchange is approximately 780 feet



US 6/Wadsworth
Assessment

Section 4(f) and 6(f) Resources


- No parks or wildlife areas that qualify as Section 4(f) resources
- No Section 6(f) resources in the study area
- Historic building survey will be conducted to identify any NRHP-eligible historic properties in study area
- If any NRHP-eligible properties require a transportation use, a Section 4(f) evaluation will be conducted



US 6/Wadsworth
Assessment

Socioeconomics and Community Resources


- Population is relatively stable but may increase with new, higher density zoning
- Large and small businesses, mostly retail and services oriented
- Four established neighborhoods with primarily single-family housing and some multi-family housing
- Transportation issues of great concern to neighborhoods
- Several schools in study area, including the Jefferson County Open School at Wadsworth Boulevard and 10th Ave.
- Emergency services include fire, police, and ambulance
- Existing RTD bus routes serve the area with transit use expected to increase with future West Corridor



US 6/Wadsworth
Assessment

Environmental Justice


- Low-income and minority populations were evaluated using CDOT's approved methodology for environmental justice analysis
 - No low-income populations
 - Higher than Lakewood average minority (mostly Hispanic) populations in some Census blocks
- School demographic information suggests higher minority and low-income populations than Census data
- Three of four neighborhoods in study area have lower median income than Lakewood average
- Additional outreach will be conducted to identify and reach out to minority and low-income populations



US 6/Wadsworth
Assessment

Visual/Aesthetic Considerations


- North-South Views along US 6 are limited
 - 65 mph speeds of the highway
 - Noise walls east of Wadsworth block views
- Visual resources along Wadsworth Boulevard corridor
 - Loosely defined streetscape of low-profile, sporadically spaced buildings
 - Wide, exposed corridor with heavy traffic, few trees, and limited spatial definition
 - Interchange area is a distinctive visual break from rest of corridor
 - Limited distant views because of tree canopies and overgrown vegetation in drainages



US 6/Wadsworth
Assessment

Visual/Aesthetic (cont.)


- Opportunities for creating a new visual landscape
 - Area is changing, independent of any changes that may occur on the US 6 or Wadsworth Boulevard
 - Sidewalks, medians, interchange designs, water quality treatment features, etc. have the opportunity to create scale and visual continuity along Wadsworth Boulevard and a sense of gateway at the interchange



US 6/Wadsworth
Assessment

Water Quality


- The study area is located in the Upper South Platte River basin, which is a primary drainage near the study area
- Several smaller creeks and drainages are located on or adjacent to study area
 - Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
- These tributaries are generally dry during the year with periodic high flows
- Construction stormwater runoff control and post-construction stormwater management requirements could be challenging because of constrained ROW



US 6/Wadsworth
Assessment

Wetlands


- Waters of the U.S. and/or wetlands areas identified in the study area:
 - Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
- Jurisdictional status of these waters has not been determined
- Formal wetland delineation has not occurred



US 6/Wadsworth
Assessment

Wildlife and Vegetation


- Project is located in a highly developed urban area
- Common urban wildlife species are likely to occur in the study area
 - Migratory birds may nest in the project area, although no nests were observed during field visit
 - Riparian areas will be subject to Senate Bill 40 requirements for construction
- Fish do not occur in drainages because gulches do not have permanent flow
- No habitat for U.S. Fish and Wildlife Service-listed threatened or endangered species occurring in Jefferson County



US 6/Wadsworth
Assessment

Resources to Analyze in EA


▪ Air Quality	▪ Noise
▪ Cumulative Impacts <ul style="list-style-type: none"> – Transportation – Community and Business Resources 	▪ Pedestrians and Bicyclists
▪ Floodplains	▪ Relocation/Right-of-Way
▪ Hazardous Materials/Wastes	▪ Socioeconomics
▪ Historic Properties	▪ Transportation
▪ Land Use	▪ Water Quality/Water Resources
	▪ Wetlands



US 6/Wadsworth
Assessment

Additional Information Needed


- Section 4(f) Historic Resources
- Environmental Justice



US 6/Wadsworth
Assessment

Questions?

- Please submit your comment form or other form of written comments by the end of the scoping period (August 31, 2007)
- Thank you for your participation
- We look forward to hearing from you
 - How can we help streamline your review of the milestones of the Environmental Assessment?
 - What additional transportation and environmental issues need to be considered to make the US 6 and Wadsworth project a success?



US 6/Wadsworth
Assessment


Discussion Topics

- Natural Environment
 - Floodplains
 - Hydraulics
 - Noxious Weeds
 - Stormwater
 - Threatened and Endangered Species
 - Vegetation
 - Water Quality
 - Wetlands
 - Wildlife / Fisheries



MS & Walworth
Assessment






Recap



Project Issues



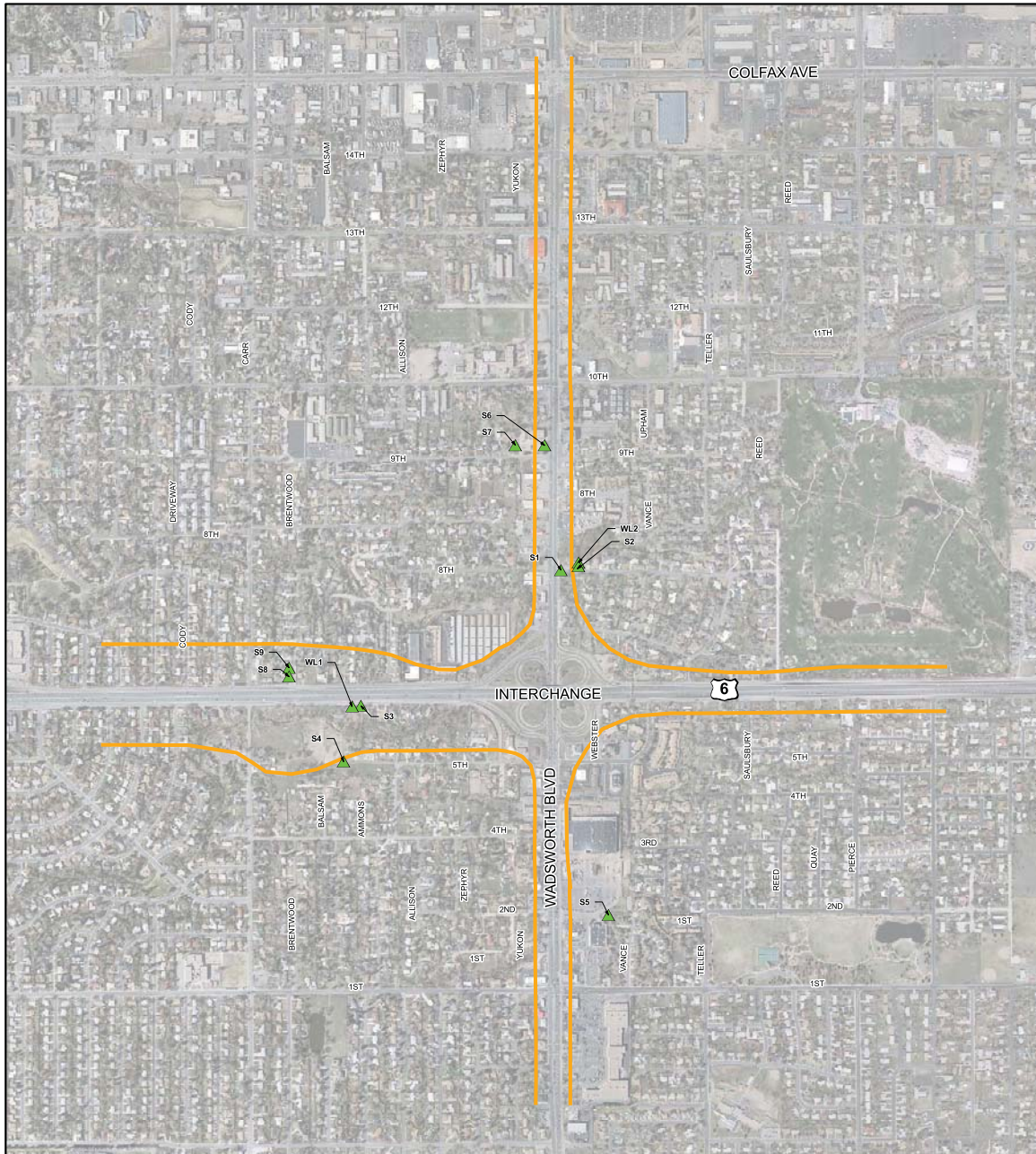
US 6 and Wadsworth Boulevard Interchange

- 
Roadway and Bridge Issues
 This symbol indicates an area of roadway or structural deficiencies, including such issues as inadequate vertical or horizontal curves, insufficient acceleration or deceleration lanes, intersections that are too closely spaced, and conflicts between travel lanes and shoulders or medians.
- 
Drainage Issues
 This symbol indicates an area that has problems with drainage, flooding, or potential flooding.
- 
Traffic and Access Issues
 Traffic and access issues include congestion, inefficient traffic operations, uncontrolled center turn lanes, unrestricted driveway access, and poor mainline, weave, ramp, intersection, and cross street level of service.
- 
Safety Issues
 This symbol represents areas with frequent or severe crashes. Roadway deficiencies contribute to these conditions.
- 
Bicycle/Pedestrian Issues
 This symbol is located in areas where pedestrian and bicycle facilities are limited or non-existent. Barriers to pedestrian and bicycle travel also are shown with this symbol.





Wadsworth Corridor

Existing Noise Contours (June 2007)



Legend

-  Noise Measurement Locations
-  Existing 66 dBA Noise Level Contours

US 6 and WADSWORTH ENVIRONMENTAL ASSESSMENT

SOURCE:
TNM, Hankard Environmental Inc

MAP CREATED: 07-24-07

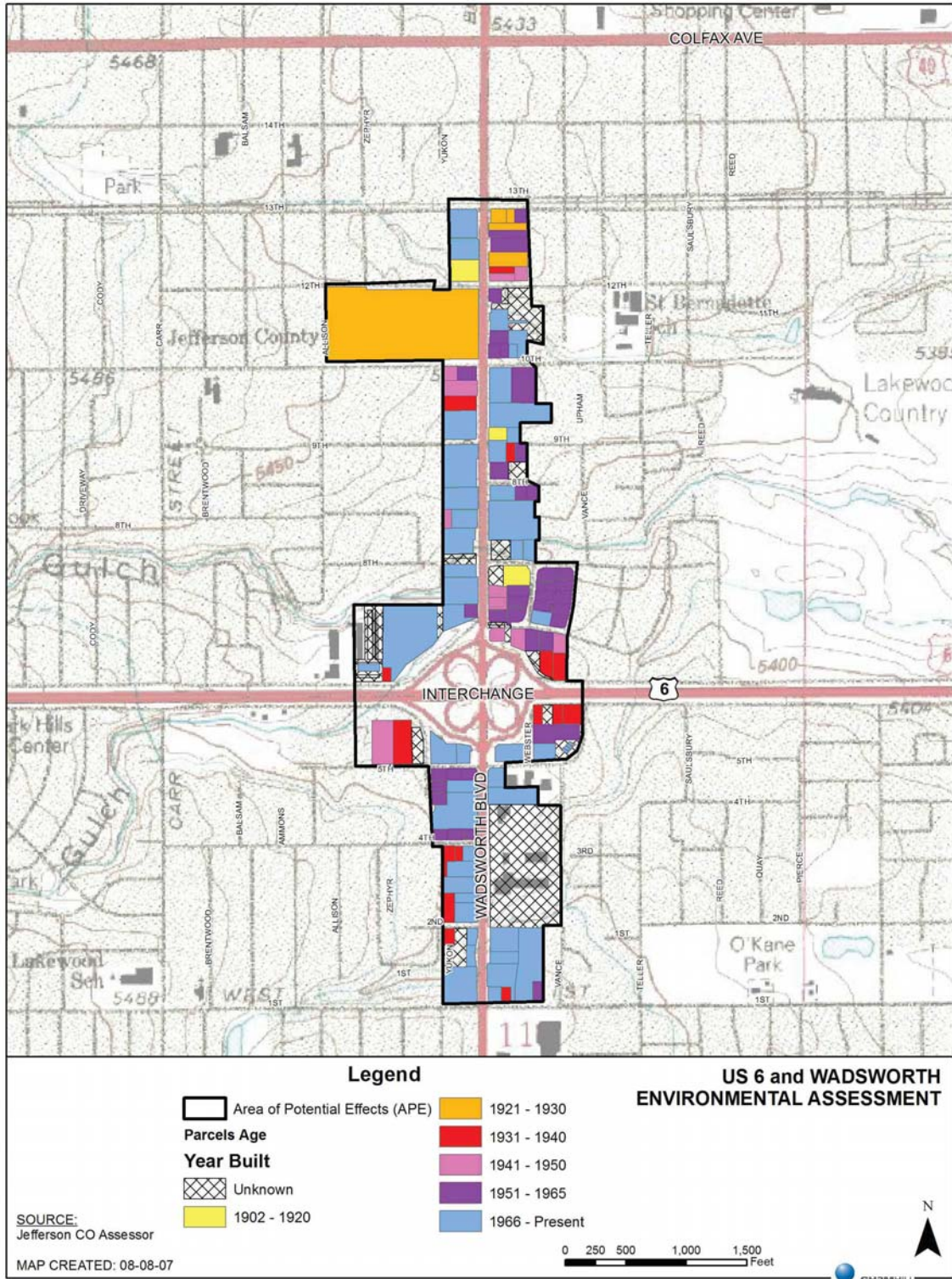
0 250 500 1,000 1,500 Feet



US 6/Wadsworth



Draft Area of Potential Effects



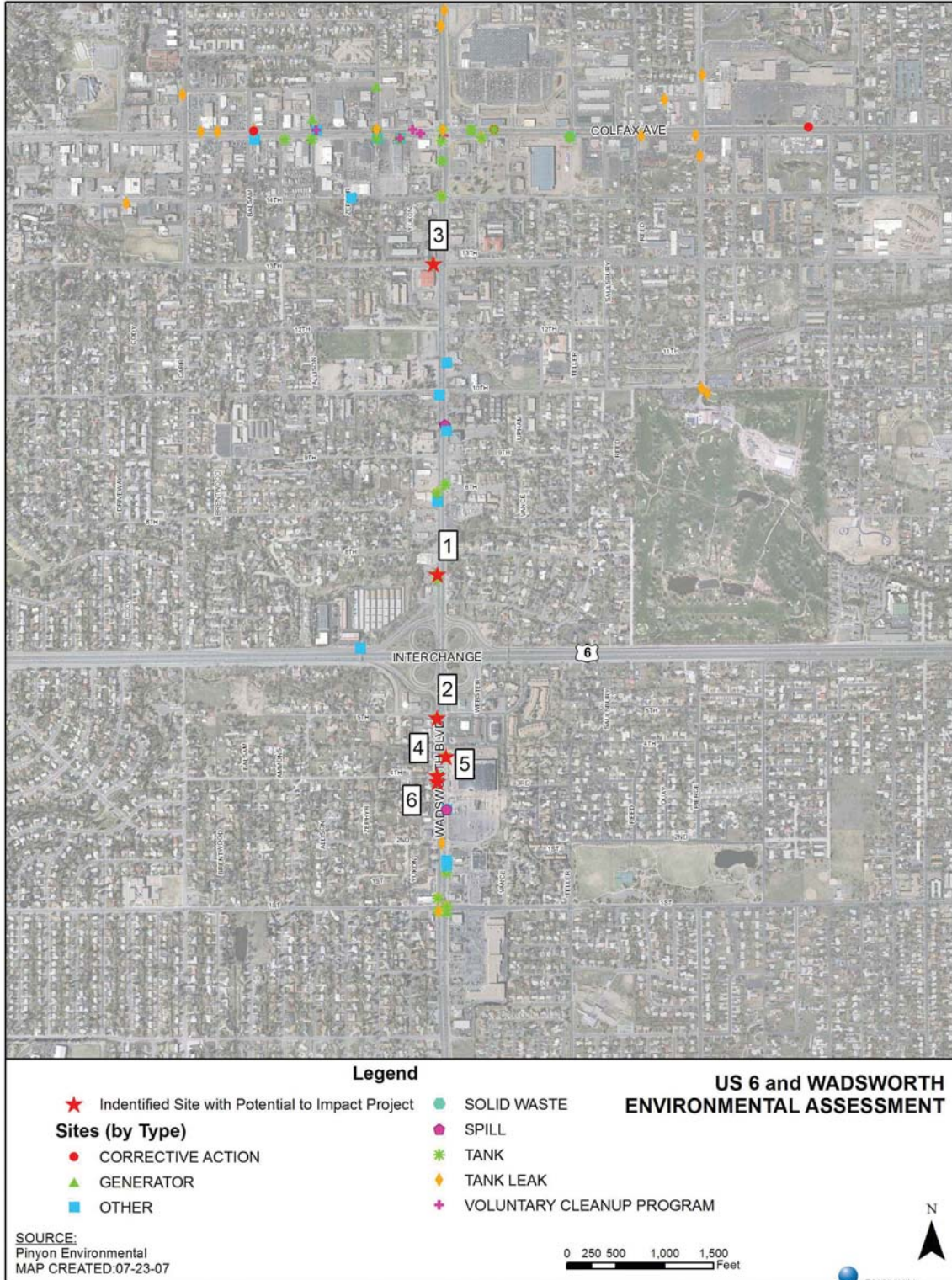
US 6/Wadsworth



Environmental Assessment



Hazardous Materials/Waste Sites



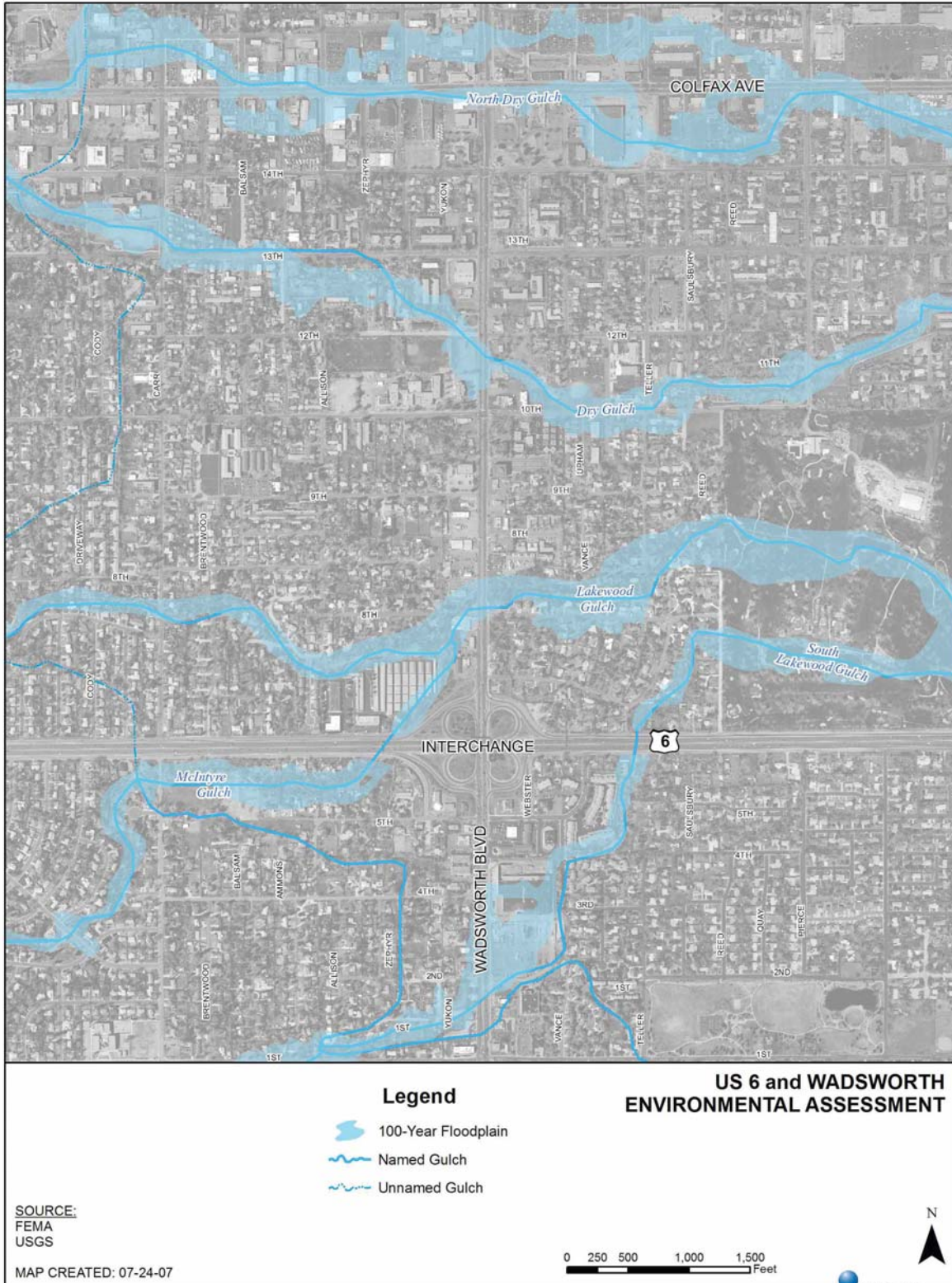
US 6/Wadsworth



Environmental Assessment



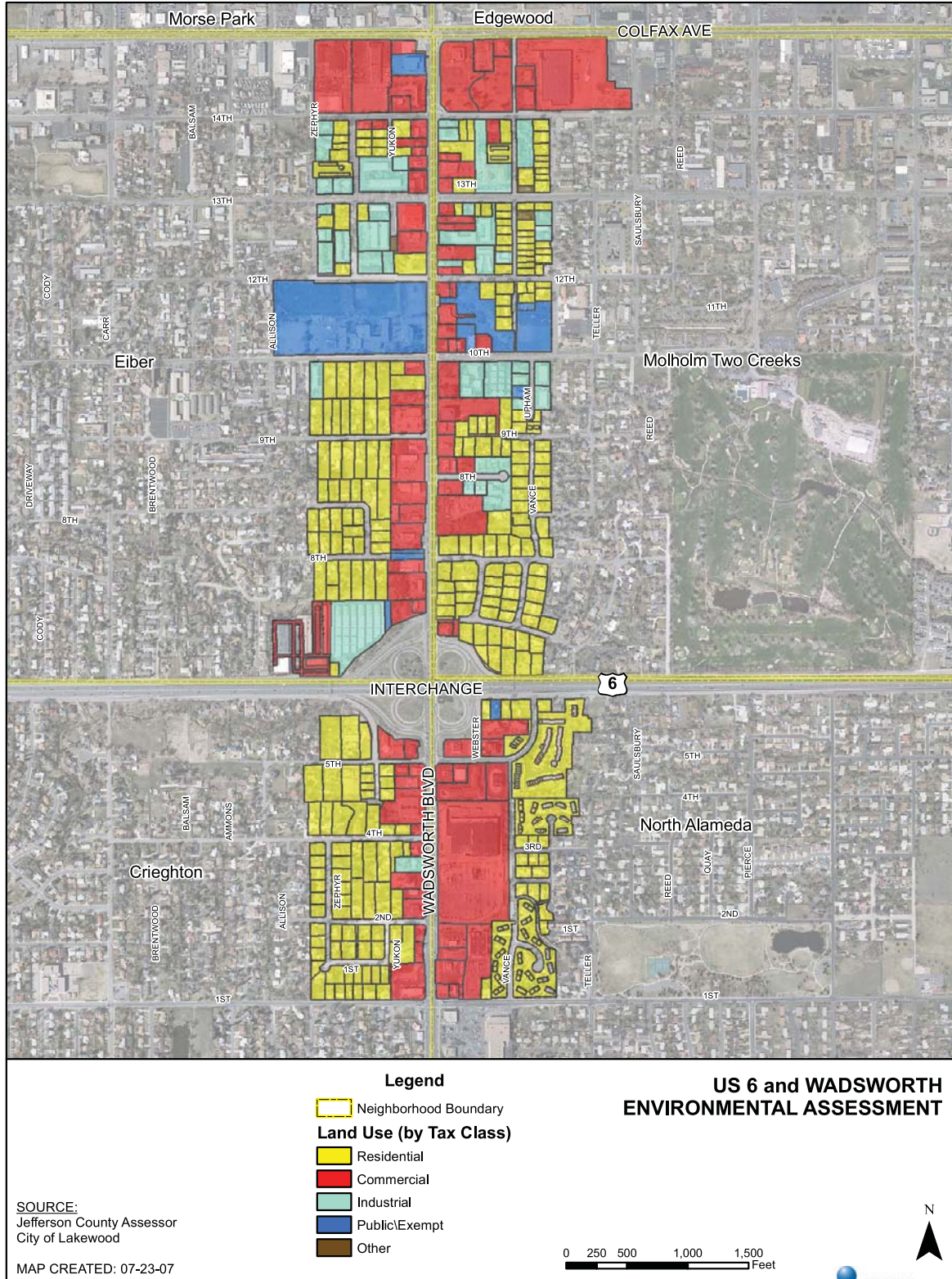
100-Year Floodplains



US 6/Wadsworth



Land Use

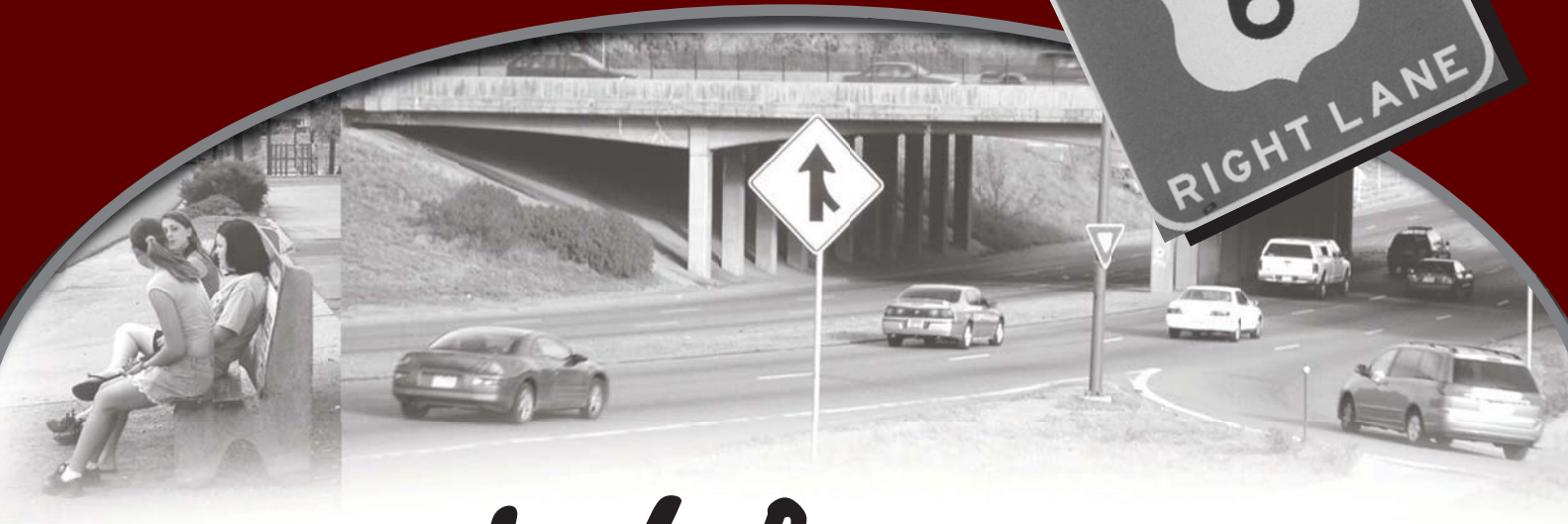


US 6/Wadsworth



Environmental Assessment





Welcome

to the
**US 6 and Wadsworth
Environmental Assessment
Agency Scoping Meeting**

August 16, 2007

US 6/Wadsworth



**Environmental
Assessment**

