



Scoping Summary Report

APPENDIX I

Public Meeting Handouts

US 6/Wadsworth



INFORMATION PACKET

US 6 and Wadsworth Boulevard
Environmental Assessment

Public Scoping Meeting
Clements Community Center
Lakewood, Colorado

August 21, 2007

Welcome to the US 6 and Wadsworth Boulevard Environmental Assessment Public Scoping Meeting

Tuesday, August 21, 2007
Clements Community Center, Lakewood, Colorado

Tonight's Purpose

Scoping is a public process used to identify environmental issues that need to be studied and to help define the purpose and need for the project. Members of the public have been invited to tonight's meeting to learn about the US 6 and Wadsworth Boulevard Environmental Assessment (EA) study, and to provide input on the issues to be covered in the study.

This scoping packet is designed to provide information about the study and elicit comments and questions from meeting attendees. The materials enclosed in this scoping packet include:

- Project Fact Sheet
- Environmental Assessment Process information
- Study Schedule information
- Purpose and Need information
- Noise information
- Environmental Resources information
- Frequently Asked Questions about the study
- Comment and Mailing List Form

Tonight's Agenda

4:00 p.m. to 8:00 p.m. – Sign-In and Public Open House

Please view display boards around the room, talk with staff about the study, and review the scoping information packet.

5:00 p.m. and 7:00 p.m. – Informational Presentations

Please take a seat to listen to a presentation about the US 6 and Wadsworth study. These will be duplicate presentations, with the same information presented each time.

Three Ways to Submit Comments

- Fill out the Comment Form at the back of this packet and place it in the comment box located at the Comments Table. Additional Comment Forms may also be found at the Comments Table.
- Mail your comments to the address located on the back of the Comment Form: US 6 / Wadsworth EA, c/o Colleen Kirby Roberts, CH2M HILL, 535 16th Street, Suite 800, Denver, CO, 80202.
- Submit comments via the project website at www.US6Wadsworth.com.

The scoping comment period extends until August 31, 2007



Project Facts

Improve mobility, access, and safety at the US 6 and Wadsworth Boulevard Interchange – the “gateway” to Lakewood

The Colorado Department of Transportation is beginning data collection for the US 6 and Wadsworth Boulevard Environmental Assessment. The Environmental Assessment will study possible improvements to the US 6 (6th Avenue) and Wadsworth Boulevard Interchange and to Wadsworth Boulevard from approximately 3rd Avenue to 13th Avenue, as shown. A “No Action” Alternative - which would not provide any transportation improvements - will also be considered.

The Environmental Assessment is being prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969. The NEPA process requires agencies proposing federally-funded transportation projects to integrate environmental values into the planning process, evaluate potential adverse and beneficial impacts of the proposed project, and consider mitigation measures that can avoid or minimize adverse environmental impacts. The NEPA process also considers the social and transportation needs of the public.

Transportation projects typically involve a high level of public involvement and outreach. CDOT will actively seek input from agencies, businesses, residents, and stakeholders along the Wadsworth Boulevard corridor study area as the study progresses. Detailed information will be provided to the public in the coming months. CH2M HILL is the consultant firm contracted by CDOT to conduct the Environmental Assessment and associated technical studies.

Study Area



Quick Facts:

Start Date: April 2007
Completion of EA:
 Estimated 18 - 24 months
Project Website:
www.US6Wadsworth.com

Contacts:

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For federally-funded transportation projects, the National Environmental Policy Act (NEPA) requires that the environmental impacts of the proposed action be analyzed. This type of study is required before federal funds can be committed to the project. The Federal Highway Administration (FHWA) is the lead federal agency on the US 6 and Wadsworth Boulevard Interchange Environmental Assessment.

Essential Elements of NEPA:

- **Public & Agency Scoping**
- **Purpose & Need**
- **Alternatives Development**
- **Assess Impacts**
- **Determine Mitigation**
- **Prepare Environmental Assessment**
- **Decision Document**

Public & Agency Scoping: This is a public process used to identify environmental issues that need to be studied and to help define the purpose and need for the project.

Purpose & Need: The project purpose and need identifies the transportation problems and other needs that the project is intended to address. It is defined through information gathered during scoping meetings and data collection activities.

Alternatives Development: A range of alternatives will be developed for the design of the US 6 and Wadsworth Boulevard interchange and Wadsworth Boulevard from approximately 3rd Avenue to 13th Avenue. A "No Action" Alternative – which would not provide any transportation improvements – will also be considered. The range of alternatives will then be screened to eliminate alternatives that aren't reasonable, feasible, or that don't meet the project purpose and need.

Assess Impacts: Transportation, social, and environmental impacts of the remaining alternatives are studied and documented in the Environmental Assessment.

Determine Mitigation: Mitigation measures are developed to avoid or minimize adverse impacts.

Prepare Environmental Assessment: Once impacts are analyzed and mitigation measures are identified, the Environmental Assessment is written and published for review by the public and agencies.

Public & Agency Review: The project team takes comments from the public and agencies during the review period. A public hearing is held to present the information and take formal comments on the document.

Decision Document: After receiving public and agency comments on the Environmental Assessment, FHWA issues a decision document. This document records the decision made by FHWA on the project and, if a construction project is identified, commits to mitigation of impacts.

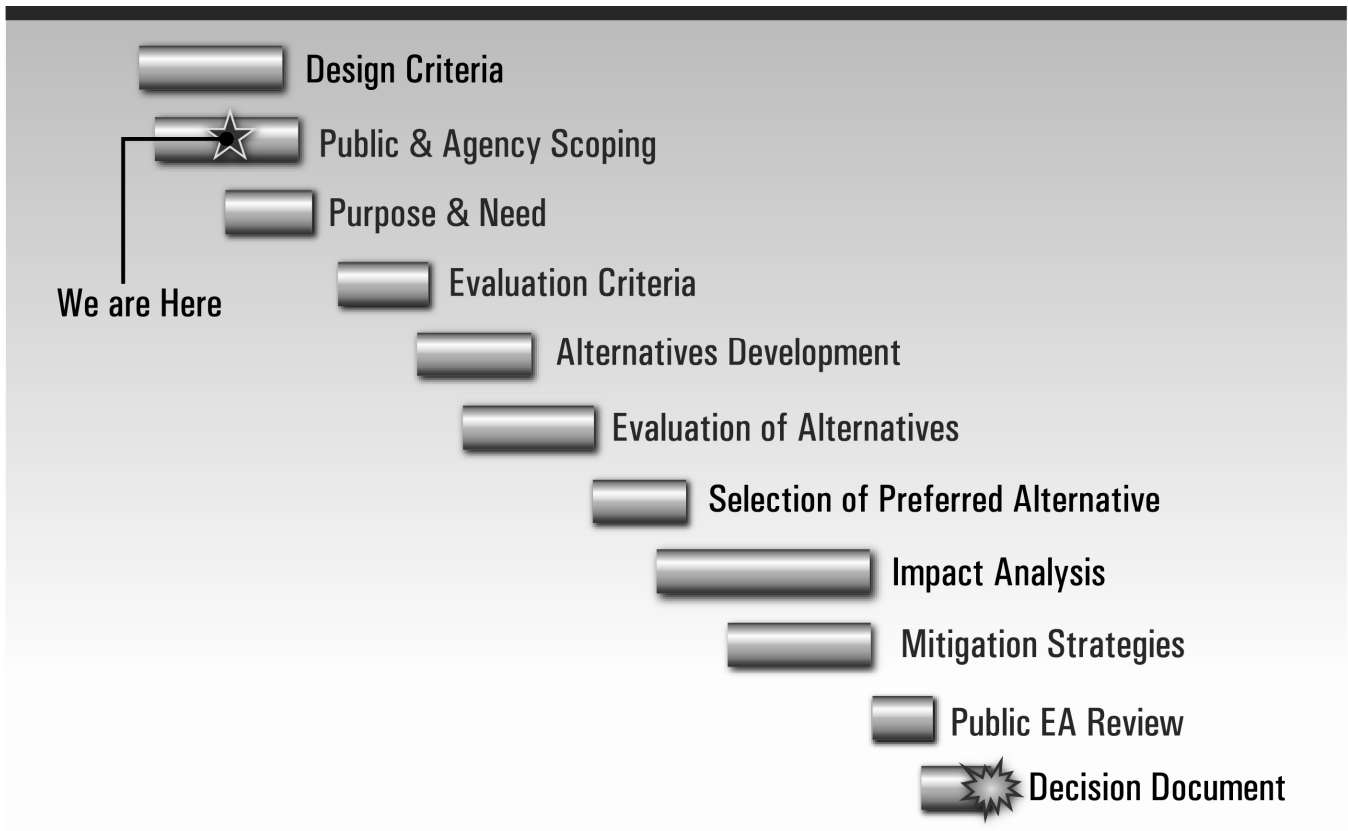


The US 6 and Wadsworth Boulevard study was initiated in spring 2007. It is expected to take about 18 to 24 months to complete. If a construction project is identified at the end of the study, the project would then proceed into final design and construction. Final design typically takes 6 to 12 months to complete, and construction typically takes one to two years.

The US 6 and Wadsworth study is a priority study for CDOT and the City of Lakewood. The study is following an accelerated schedule to reach a decision document quickly. Techniques used to accelerate the schedule include partnering among CDOT, FHWA, the City of Lakewood, and RTD; a highly interactive public involvement program; proactive coordination with local, state, and federal agencies; and focusing the study on issues that matter most.

The project will follow the process shown below.

Key Decision Milestones





The purpose of the US 6 and Wadsworth Boulevard project is to improve safety and mobility for automobile, truck, transit, bicycle, and pedestrian travel at the interchange and along Wadsworth Boulevard between 3rd Avenue and 13th Avenue.

The need for improvements to the US 6 and Wadsworth Boulevard interchange as well as Wadsworth Boulevard between 3rd Avenue and 13th Avenue has been identified by local, regional, and statewide transportation planners. The City of Lakewood has identified this project as a high priority for the City. The project was added to the Denver Regional Council of Governments' (DRCOG) *2030 Metro Vision Regional Transportation Plan* and the long-range Statewide Transportation Plan as a project that should be completed within the next 20 years.

Some of the transportation needs associated with the US 6 and Wadsworth Boulevard interchange and Wadsworth Boulevard are described briefly below.

US 6 and Wadsworth Boulevard Interchange

The US 6 and Wadsworth Boulevard interchange was constructed in the early 1960s. In 1970, the center median of the original bridge was filled in to create two additional travel lanes in the center of US 6. Other upgrades have involved resurfacing, replacement of the original guardrails, and installation of jersey barriers in the center medians, but no major improvements have occurred. Although the interchange was adequate for traffic volumes nearly 50 years ago, it does not have the capacity to carry present or expected future volumes of traffic. The tight cloverleaf design of the interchange no longer meets current or future needs.

Improve Safety

- ◆ The City of Lakewood has prepared safety assessments identifying the US 6 and Wadsworth Boulevard interchange as a location with some of the highest frequency and severity of accidents within the City during 2001, 2003, 2004, and 2005. The tight ramp curves, inadequate sight distance, and high traffic volumes contribute to frequent rear-end collisions, crashes with fixed objects, and sideswipe incidents at this location.
- ◆ At the northeast quadrant of the interchange, the westbound frontage road intersects with the westbound US 6 off-ramp to northbound Wadsworth Boulevard. Drivers on both the frontage road and off-ramp do not expect to merge with other traffic, and the situation where the ramp and frontage road traffic merge violates driver expectancy and creates the potential for accidents.



- ◆ The US 6 and Wadsworth Boulevard cloverleaf interchange consists of ramps with tight curves that require drivers to slow down to negotiate curves and then accelerate to enter the high-speed freeway. The acceleration lanes are too short to accelerate to the posted speed of 65 mph on US 6, and the high volume of traffic on US 6 does not provide adequate gaps for cars to enter the highway. The deceleration lanes are also too short to negotiate the curves of the off-ramps. The speed conflicts increase the potential for accidents, particularly sideswipes on the on-ramps and rear-end collisions on the off-ramps.
- ◆ There is a conflict between drivers entering and exiting the highway across the loop-ramp connections because of the short distance available to make those maneuvers. This conflict is exacerbated by the variable speeds of surrounding traffic. This situation presents a particular challenge to drivers unfamiliar with the interchange.
- ◆ CDOT routinely assigns Bridge Sufficiency Ratings to bridges on State highways. The US 6 and Wadsworth Boulevard bridge is rated as structurally deficient because of its poor deck condition. This rating means that the bridge is in an advanced stage of deterioration, which makes it eligible for federal funds for replacement or rehabilitation.

Improve Mobility

- ◆ Due to high traffic volumes, the ramps at the interchange are highly congested during peak periods. West of the interchange, the on- and off-ramps for Carr/Garrison streets are also highly congested and closely spaced to the Wadsworth Boulevard interchange. Inadequate acceleration or deceleration lengths contribute to congestion at all of these locations.
- ◆ Both US 6 and Wadsworth Boulevard are designated by the Colorado Department of Transportation (CDOT) as truck routes. The tight curves and constrained ramp geometry of the interchange ramps do not adequately provide for the turning maneuvers of today's larger trucks.

Wadsworth Boulevard

Wadsworth Boulevard is classified as an urban principal arterial, and it is the only continuous north-south travel route through the west Denver metro area. In the project area, Wadsworth Boulevard consists of four travel lanes, two in each direction, and side-by-side, continuous left-turn lanes in the center of the roadway. There are three signalized and seven non-signalized intersections and numerous uncontrolled driveway accesses in the project area. Commercial businesses and a few residences front Wadsworth Boulevard, and established residential neighborhoods are located east and west of Wadsworth Boulevard beyond the commercial businesses.

Improve Safety

- ◆ CDOT safety assessments indicate that total accidents along this segment of Wadsworth Boulevard in the study area are at least 25 percent higher than statewide averages for similarly classified roadways.



- ◆ Four of five major drainage structures in the project area are undersized, resulting in flooding of the roadways and/or surrounding properties. Based on Federal Emergency Management Agency Flood Insurance Rate Maps, Wadsworth Boulevard would experience substantial flooding or overtopping at Second Avenue, Highland Drive, and 12th Avenue during a 100-year flood event and possibly even during lesser storm events. The drainage structures are in fair condition but are also beginning to reach the end of their design life (50 years).
- ◆ Bicycle and pedestrian facilities in the study area are non-existent or limited and do not meet safety design standards. There is no space along Wadsworth Boulevard to provide for the safe movement of bicyclists riding in the street. The interchange area presents a particular challenge because the high-volume, free-flowing traffic at ramps does not provide adequate gaps for pedestrian or bicycle crossings. Ramp curves also limit visibility of vehicles to bicyclists crossing the street. The deficiencies in the sidewalks also present obstacles to wheelchairs, and facilities are not compliant with the Americans with Disabilities Act standards.
- ◆ Bus ridership on the Wadsworth Boulevard 76 bus route is among the highest in Lakewood and is expected to increase with the opening of the new light rail station at 13th Avenue. Sidewalks at or accessing most of the eight bus stops in the study area are inadequate.

Improve Mobility

- ◆ The four-lane roadway section of Wadsworth Boulevard (north of US 6) operates at stop-and-go levels during peak periods and cannot adequately accommodate current or future traffic volumes. At the non-signalized intersections of local streets with Wadsworth Boulevard north of US 6, vehicles may have to wait as long as 3 minutes to make a left turn.
- ◆ High traffic volumes, combined with unrestricted access and uncontrolled center turn lanes, do not provide adequate gaps for vehicles to safely and efficiently enter Wadsworth Boulevard from driveways and side streets, or to access businesses or residences. These operational inefficiencies contribute to driver confusion, congestion, and accidents along Wadsworth Boulevard.
- ◆ Pedestrian and bicyclist mobility is limited in the project area. Wadsworth Boulevard is a barrier to east-west mobility, while US 6 is a barrier to north-south movement. There are either no sidewalks or substandard sidewalks along approximately 50 percent of the east side of Wadsworth Boulevard and 85 percent of the west side of the thoroughfare.



CDOT follows FHWA regulations and guidelines, and the *CDOT Noise Analysis and Abatement Guidelines* for assessing traffic-related noise. These guidelines establish “noise abatement criteria,” that is, noise level standards above which noise-reducing actions should be considered. These standards are used for determining the noise impacts of a project as well as assessing potential mitigation for impacted areas. Noise abatement criteria vary depending on the activity that occurs on a property. The noise abatement criteria for different activity categories are shown in the table below.

CDOT noise abatement criteria are expressed in A-weighted decibels (dBA). An A-weighted decibel is a unit of measure corresponding to the way the human ear perceives the magnitude of sounds at different frequencies.

According to CDOT guidelines, a traffic noise impact at a location occurs when (1) predicted noise levels at that location exceed the noise abatement criteria, shown in the table below or (2) predicted noise levels exceed the current noise level by 10 dBA or more (even though the predicted levels may not exceed noise abatement criteria). This definition reflects the FHWA position that traffic noise impacts can occur under either of two separate conditions: (1) when noise levels are unacceptably high (absolute level); or (2) when a proposed highway project will substantially increase the existing noise environment (substantial increase).

CDOT’s guidelines state that noise mitigation should be considered for any property, typically called a receptor in noise studies, where traffic noise impacts will occur according to the criteria explained above. Information about mitigation measures is provided on the back of this page.

CDOT Traffic Noise Abatement Criteria

Activity Category	$L_{eq}^{(1)}$ (dBA)	Description of Activity Category
A	56 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	66 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	71 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	51 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

⁽¹⁾ Road noise changes from moment to moment, but one can describe the noise energy over time in terms of its “equivalent level” (abbreviated L_{eq}). The L_{eq} is a single level that has the same sound energy as the fluctuating level over a stated time period. The L_{eq} used for the noise abatement criteria is the hourly A-weighted equivalent level for the “noisiest hour” of the day in the design year.

(Continued on back of sheet)



To be included in a project, a proposed noise mitigation measure must first be found to be feasible. A summary of the feasibility criteria is as follows:

- The proposed mitigation measure must be predicted to achieve at least 5 dBA of noise reduction at front row receptors (that is, the row of properties closest to the road).
- The proposed mitigation measure must not create any “fatal flaw” safety or maintenance issues such as reduced sight distances, shadowing of ice-prone areas, interference with snow/debris removal, or crash hazards.
- If the mitigation measure is to be a barrier, such as a wall, it must be possible to construct it in a continuous manner. Gaps in noise barriers, e.g. for driveways, significantly degrade their performance.

If a mitigation measure is found to be feasible, it is then analyzed for its “reasonableness.” A summary of the reasonableness criteria is as follows:

- The cost/benefit index of the proposed measure should not exceed \$4,000 per dB of reduction per benefited receptor.
- The predicted design year noise levels should equal or exceed the Noise Abatement Criteria shown in the table on the front of this sheet.
- At least 50% of the affected properties should approve of the proposed measure.
- Land use in the affected area should be at least 50% Category B (refer to the Noise Abatement Criteria table on the front of this sheet).



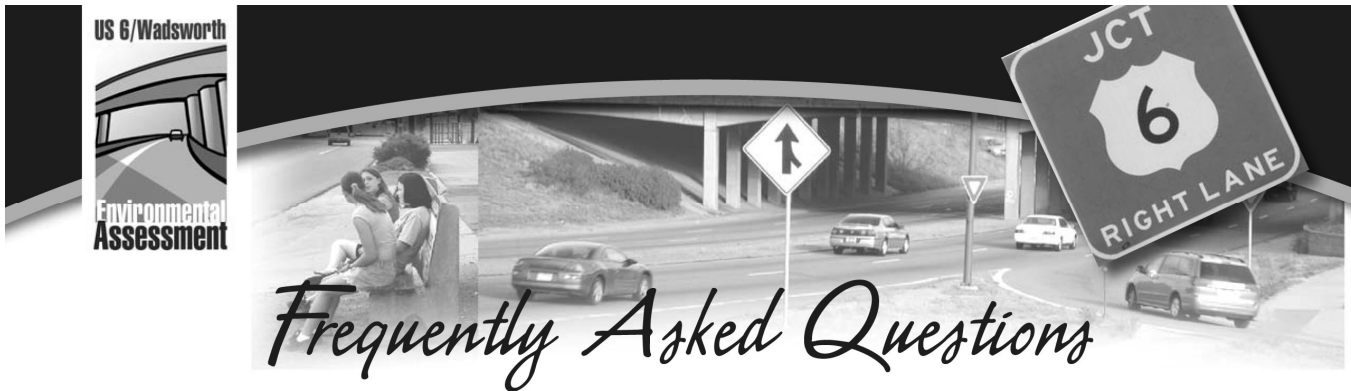
In preparing Environmental Assessments, CDOT considers potential effects of its projects on a wide range of environmental resources, in accordance with Federal Highway Administration's guidance. The resources that can be affected and are typically considered as part of the Environmental Assessment process include:

- ◆ **Air Quality**
- ◆ **Archaeological Resources**
- ◆ **Energy**
- ◆ **Environmental Justice (Low-Income or Minority Populations)**
- ◆ **Farmlands**
- ◆ **Floodplains**
- ◆ **Geology**
- ◆ **Hazardous Materials/Wastes**
- ◆ **Historic Properties**
- ◆ **Land Use**
- ◆ **Noise**
- ◆ **Noxious Weeds**
- ◆ **Paleontological Resources**
- ◆ **Pedestrians and Bicyclists**
- ◆ **Recreation**
- ◆ **Relocation/Right-of-Way**
- ◆ **Section 4(f) Resources (Parks, Historic Properties, and Wildlife Refuges)**
- ◆ **Socioeconomics**
- ◆ **Soils**
- ◆ **Threatened or Endangered Species**
- ◆ **Transportation**
- ◆ **Vegetation**
- ◆ **Visual Quality / Aesthetics**
- ◆ **Water Quality/Water Resources**
- ◆ **Wetlands**
- ◆ **Wildlife and Fisheries**

An Environmental Assessment is prepared to determine if significant impacts will occur to any of these resources. To streamline the preparation of the Environmental Assessment and focus attention on important issues, CDOT does not conduct a detailed analysis of impacts to resources not present in the study area or unlikely to be significantly affected.

The US 6 and Wadsworth study is located in an urban area, and, as such, the important resources in the study area are those associated with the human, community, and built environments. Natural, undisturbed areas are limited within the study area. After consideration of all of the resources listed above and based on preliminary field reconnaissance of the study area, CDOT has determined that the following environmental resources will be carried forward for detailed analysis in the Environmental Assessment.

- ◆ **Air Quality**
- ◆ **Environmental Justice**
- ◆ **Floodplains**
- ◆ **Hazardous Materials/Wastes**
- ◆ **Historic Properties**
- ◆ **Land Use**
- ◆ **Noise**
- ◆ **Pedestrians and Bicyclists**
- ◆ **Relocation/Right-of-Way**
- ◆ **Section 4(f) Historic Resources**
- ◆ **Socioeconomics**
- ◆ **Transportation**
- ◆ **Water Quality/Water Resources**
- ◆ **Wetlands**



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, otherwise known as the 7th Pot Program. The US 6 and Wadsworth improvements have been identified as the roadway project for the West Corridor, and as such, improvements could be eligible for priority funding.

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

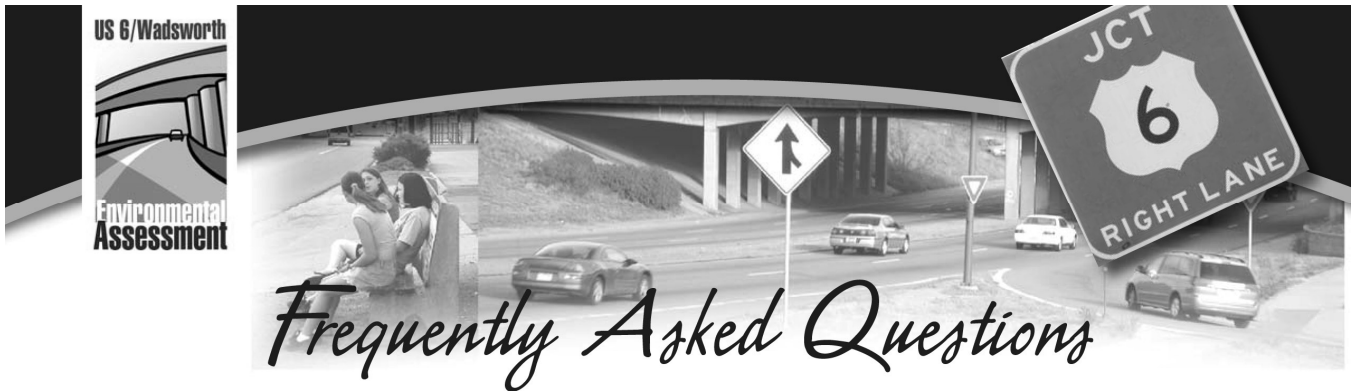
A-2: An EA is a document that describes the effects that a federal action would have on the environment. It also describes the impacts of alternatives to the Proposed Actions and identifies ways to avoid, minimize, or mitigate adverse impacts. The National Environmental Policy Act (NEPA), signed into 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. It is expected to take about 18 to 24 months to complete. 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 FHWA as a pilot 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: How will the public be involved in the study?

A-5: The public will be involved during scoping, alternatives development, mitigation identification, and review of the EA. The scoping phase determines what the scope – or breadth – of the study will be. The public provides input on which issues they feel are most important to be included in the study, and this also helps determine the purpose and need of the project. Members of the public will then provide input during the alternatives development stage, providing feedback on the criteria used to evaluate the alternatives; the development of alternatives; and the subsequent evaluation of these alternatives. Once impacts of a Preferred Alternative have been identified, the public will provide input on the mitigation measures used to avoid or minimize these impacts. The public will then be able to review the EA document and provide formal comments at a public hearing. FHWA will take these comments into account 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: What is the role of RTD and the West Corridor project in the study?

A-7: 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-8: What are the options for improvements?

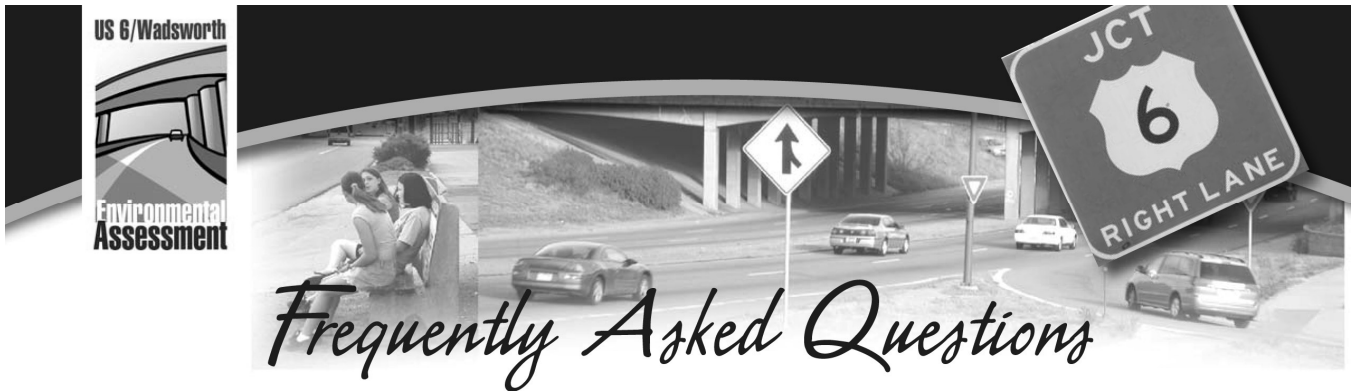
A-8: Options for improvements, also called alternatives, have not yet been developed for this project. After the scoping phase has ended, the development of alternatives for design improvements will begin.

Q-9: Will the project construct noise walls along 6th Avenue west of Wadsworth?

A-9: If the study results in an identified construction project, the project will construct noise mitigation where highway noise impacts residences, and where analysis shows that it is reasonable and feasible to do so.

Q-10: How will the project impact traffic in neighborhoods?

A-10: Alternatives for design improvements haven't yet been developed, and therefore, the impacts to neighborhood traffic can't be assessed at this stage. Impacts to neighborhood traffic will be studied after alternatives have been developed, and when the transportation, social, and environmental impacts of the alternatives are assessed.



Q-11: Will this study take into account traffic impacts of the light rail station and increased development along the light rail line?

A-11: The study will use DRCOG’s approved 2030 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 or are underway 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	Currently being finalized
West Corridor Supplemental Environmental Assessment	RTD	2007	Ongoing

Q-12: When will the project be constructed?

A-12: The study must result in an identified construction project before construction can begin. A future construction date is unknown at this point. 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.

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 consider the impacts of multiple construction projects on area residents, businesses, and commuters when determining the construction schedule.

THANK YOU FOR YOUR PARTICIPATION

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Return Address:

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Postage
Required**

US 6 & Wadsworth EA
c/o Colleen Kirby Roberts
CH2M HILL
535 16th Street, Suite 800
Denver, CO 80202

FOLD HERE

Add Me to the Project Mailing List

First Name: _____ Last Name: _____ Title: _____

Organization: _____ Department: _____

Street Address: _____ P.O. Box _____

City: _____ State: _____ Zip Code: _____

Work Phone: _____ Extension: _____ Fax: _____

Home Phone: _____ E-Mail Address: _____

The best way to reach me is by: Letter Email Fax

For Office Use Only Comment Source: Group Meeting or Workshop Public Meeting Email Verbal Letter
Receiving Entity: CH2M HILL CDOT