



Scoping Summary Report

APPENDIX K

Meeting Minutes



US 6 / Wadsworth Environmental Assessment Including Improvements from 3rd to 13th Avenues

Purpose:	Eiber Neighborhood Association Board Meeting - introduce project and gather early input		
Day:	Thursday	Date:	July 19, 2007, 7:00 p.m.

Location:	Lakewood United Methodist Church
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Participants:

Attendee	Representing
Eiber Neighborhood Association Board Members, Elected Officials, City of Lakewood Staff	
Kirk Webb	CDOT
Tim Eversoll	CH2M HILL
Colleen Kirby Roberts	CH2M HILL

Discussion Items

The purpose of the meeting was to introduce the study, and to gather information from the group.

Tim introduced the study, discussed the agencies participating in the study, walked the group through the corridor fly-through and noted key issues identified early in the process, explained how the project schedule might look and that this project is on a more aggressive schedule than typical, explained the NEPA process, and noted key decision milestones where the public will have input.

Colleen noted that we are currently in the scoping phase and would like input and feedback from the neighborhood group about the issues we're studying. She noted the dates and times of the upcoming scoping meetings.

Questions and suggestions from the audience:

Are the agency meetings open to the public?

- Answered that public meetings are open, and that we anticipate coming to additional neighborhood group meetings in the future so that the study comes to the groups rather than asking groups to come to us.

Two other neighborhood groups that should be contacted are the Holbrooke and Morse Park Neighborhood Associations.

Will this study look at signage along 6th Avenue? The sign announcing the Wadsworth exit on westbound 6th Avenue is now so far west that it's easy to miss the exit.

- Answered that yes, we will look at signage placement. Kirk noted that the VMS likely caused the shifting of the Wadsworth exit sign farther west, due to visibility issues.

Please explain how you will be using the context sensitive solutions process on this project.

- We will work with the public throughout the study to address impacts in a manner that achieves consensus. We want the public to inform the study, and for us to work openly with the public, throughout the course of the study so that there are no surprises at the end.
- Paul Ditson noted that the demographics of the drivers in the area should be kept in mind. There are a lot of elderly drivers and a lot of high school drivers. Elderly drivers are more timid about entering the traffic stream when entering 6th Avenue, and younger drivers are inexperienced. Our study should consider these types of demographics.

Colorado School of Mines did a study of noise walls along 6th Avenue between Simms and Indiana Street. The team should take a look at the study.

RTD is not listening to the neighborhoods about the traffic impacts that will result from the station on Wadsworth and 13th. Please learn and a) listen to the neighborhoods during this study, and b) consider the traffic impacts, even if RTD isn't.

Will this project widen Wadsworth between 6th Avenue and 13th Avenue, and how will we take into account or affect development that may result from the light rail line and station.

- Answered to both of these statements that the study will work with both RTD and Lakewood to look at the traffic impacts from the light rail station and associated future transit-oriented development.



US 6 / Wadsworth Environmental Assessment Including Improvements from 3rd to 13th Avenues

Purpose:	Two Creeks Neighborhood Association Board Meeting - introduce project and gather early input		
Day:	Saturday	Date:	July 21, 2007, 8:30 a.m.

Location:	Mountair Christian Church	
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Participants:

Attendee	Representing
Two Creeks Neighborhood Association Board Members, Elected Officials, City of Lakewood Staff	
Seyed Kalantar	CDOT
Tim Eversoll	CH2M HILL
Colleen Kirby Roberts	CH2M HILL

Discussion Items

The purpose of the meeting was to introduce the study, and to gather information from the group.

Tim introduced the study, discussed the agencies participating in the study, explained how the project schedule might look and that this project is on a more aggressive schedule than typical, explained the NEPA process, and noted key decision milestones where the public will have input.

Colleen noted that we are currently in the scoping phase and would like input and feedback from the neighborhood group about the issues we're studying. She noted the dates and times of the upcoming scoping meetings.

Questions and suggestions from the audience:

Construction of this project should be coordinated with other construction projects in the area, particularly the reconstruction of Sheridan, so that multiple major routes aren't closed at the same time. The project also needs to consider how traffic within the neighborhoods will be impacted during construction.

Request for value engineering early in the project, rather than at the end.

Concern that traffic impacts of new, denser development (resulting from West Corridor rail line and transit station) are taken into account during our study. Group noted that more people will be moving into the neighborhood because of new and denser development and industrial site redevelopment, and those people bring their cars with them. Despite their increased use of the rail line, there will still be more people making more vehicle trips to local destinations.

Request that the study look at traffic signal timing. Lights on Wadsworth are currently not in sequence, and drivers have to wait through multiple lights.

Request that we don't schedule meetings that conflict with other meetings.

There are two information kiosks in the neighborhood where we can post project information: one at Molholm School, and one at Newland Park on 13th and Newland. Send project information to Maddie Nichols (group co-chair) and she will post in kiosks.

Group sends their newsletter out quarterly. Deadline for next newsletter is September 1. Provide updates to Chris Boyd, who manages the newsletter. Her contact information: 810 Benton Street, Lakewood, CO 80214, cjboyd5@msn.com.



US 6 / Wadsworth Environmental Assessment Including Improvements from 3rd to 13th Avenues

Purpose:	West Colfax Community Association Monthly Meeting - introduce project and gather early input		
Day:	Wednesday	Date:	August 15, 2007, 7:30 a.m.
Location:	Rocky Mountain College of Design, Lakewood (1600 Pierce)		

Participants:

Attendee	Representing
West Colfax Community Association members, City of Lakewood staff and elected officials	
Seyed Kalantar	CDOT
Kirk Webb	CDOT
Tim Eversoll	CH2M HILL
Mandy Whorton	CH2M HILL

Discussion Items

The purpose of the meeting was to introduce the study, and to gather information from the group. The original presentation was scheduled for 15 minutes but was extended to approximately 45 minutes because of member interest in the project.

Seyed introduced the study. Tim provided information on the EA process and schedule, discussed the agencies participating in the study, explained how the project schedule might look and that this project is on a more aggressive schedule than typical. Mandy presented information on the NEPA process, noted key decision milestones where the public will have input, and explained the scoping phase. A copy of the presentation is attached. After the presentation, the audience asked a number of questions.

Audience Questions and Comments

Will the US 6 bridge over Wadsworth be replaced?

It is likely that fixing the interchange will require a new bridge but it is too early in the process to say with certainty that replacement will occur or any of the details about when or how it would be replaced.

Multiple construction projects in the area will create traffic issues for surrounding roadways. It is possible that construction could occur at the same time as other planned construction, such as Sheridan improvements, West Corridor light rail, Federal Center master plan improvements, St. Anthony's Hospital, etc. Will that be considered in the timing of construction?

Yes, the study will look at construction phasing and effects of construction on area businesses and residences.

Is the US 6 bridge over Wadsworth one of CDOT's 150 structurally deficient bridges?

Yes, it is classified as structurally deficient for its poor deck condition. The structure is in relatively good shape, and replacing the bridge deck would solve the structural deficiency issues. The overall sufficiency rating of the bridge is not that low compared to other structurally deficient bridges.

Will the project really happen?

There is no construction funding available for the project right now. The project is included in CDOT's statewide transportation implementation plan and the fiscally constrained regional transportation plan as one that CDOT could build in the next twenty years. Because the project is a high priority for the project sponsors, improvements stand a good chance of receiving funding. CDOT cannot apply for funding until the environmental process is complete. One thing that may seem contradictory is that CDOT is required by regulations to look at a No Action or "do nothing" alternative in the environmental study. It is not likely that doing nothing will be a reasonable solution in this case but CDOT will still look at it so it is on the table.

Concerns with RTD's West Corridor light rail plans. A number of people expressed concern about the public process for RTD's West Corridor light rail and suggested that CDOT be careful to document all agreements with RTD. The concerns with the West Corridor focused on commitments that were promised during the EIS process but have not been included in the design phase. Several people mentioned that the experience on the West Corridor has led some to distrust the NEPA process.

The project team acknowledges the frustration with some of the light rail decisions and will work with the community throughout the process to avoid surprises or misunderstandings.

Does CDOT trump RTD?

CDOT is coordinating with RTD to ensure that the West Corridor improvements are complementary to the Wadsworth improvements, but CDOT does not have any authority over light rail.

Why are you looking at Wadsworth when Kipling and Simms/Union are going to have more changes and future traffic?

The Kipling and Simms/Union interchanges have both been identified as projects that CDOT should consider for improvement. Wadsworth was identified by Lakewood as a higher priority. Bob Murphy, Lakewood City Council, mentioned that Wadsworth is the highest accident location in all of Lakewood. Roger Wadnal, City of Lakewood, noted that the light rail station at 13th and Wadsworth also influenced the prioritization of the Wadsworth corridor.

Schools provide a good avenue for reaching people, and registration/back-to-school may be a good time to reach residents.

Flyers about the public meeting on August 21 were distributed and included in registration packets for most of the area schools. The project team agrees that coordinating with schools is a good way to reach potentially affected residents.

The West Colfax Community Association needs to be thinking about the effects of construction on US 6, which may force east-west traffic onto Alameda and Colfax. This could be a disruption or opportunity but the members should be thinking about a response now.

The study will look at construction phasing and traffic effects both north-south and east-west. It is great that the WCCA identifies these potential issues now so that we can be sure they are evaluated in the EA.

Other Items

Members expressed interest in continuing to be informed of the study progress and requested updates at future meetings for key milestones. There is no need to attend every meeting but this is a good forum to exchange information.

Lakewood on Parade is coming up and would be a good venue for CDOT to share project information. Mary Bindner provided information to CH2M HILL and CDOT. (After the meeting, CDOT decided to purchase an informational booth and attend the Lakewood on Parade event.)

Doug Stiverson will email a copy of the meeting sign-in sheet and minutes to Tim Eversoll.



US 6 / Wadsworth Environmental Assessment Including Improvements from 4th to 14th Avenues

Purpose:	Agency Scoping Meeting - introduce project and gather input on purpose and need, environmental issues, and streamlining techniques		
Day:	Thursday	Date:	August 16, 2007, 8:30 a.m. - 2:30 p.m. (three sessions)
Location:	CDOT Headquarters, Shumate Building, Denver		

Participants:

Attendee	Representing
See sign-in sheet in <i>US 6/Wadsworth Environmental Assessment Scoping Summary Report</i>	Local, state, and federal agencies with interest in the project
Carolyn Washee-Freeland	CH2M HILL
Carrie Schomig	TEC
Colleen Roberts	CH2M HILL
David Singer	CDOT R6
Glen Selover	CH2M HILL
Jeff Cerjan	Hankard
Joe Hammond	CH2M HILL
Karl Buchholz	Navjoy
Kirk Webb	CDOT R6
Loretta LaRiviere	CH2M HILL
Mandy Whorton	CH2M HILL
Matt Santo	Pinyon Environmental and Engineering
Mike Anders	HC Peck
Monika Dengis	CH2M HILL
Randy Furst	CDOT R6
Sandy White	CH2M HILL
Seyed Kalantar	CDOT R6
Tim Eversoll	CH2M HILL
Vanessa Henderson	CDOT EPB

Zeke Lynch	CH2M HILL
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Discussion Items

The purpose of the meeting was to introduce the study and gather information from local, state, and federal agencies with interest, jurisdiction, or special expertise that could benefit the US 6 / Wadsworth Environmental Assessment (EA). The meeting was divided into three sessions in order to group topics of interest and focus discussion. The schedule, invited external agencies, and topics covered are presented in Table 1. The project team also invited CDOT Headquarters and Region 6 staff responsible for these topic areas for CDOT.

TABLE 1
Schedule of Agency Scoping Meetings, US 6 / Wadsworth EA

Time	Invited Agencies	Topics of Interest
8:30 a.m. to 10:00 a.m.	Colorado Department of Local Affairs Colorado State Parks Denver Regional Council of Governments Department of Housing and Urban Development (HUD) Federal Transit Administration Jefferson County Administration Jefferson Economic Council U.S. Environmental Protection Agency	Social and Community Resources <ul style="list-style-type: none"> • Bicycles/Pedestrians • Cumulative Impacts • Environmental Justice • Land Use • Public Involvement • Right of Way • Socioeconomics • Visual/Aesthetic Considerations
10:30 a.m. to 12:00 p.m.	Colorado Department of Public Health and Environment, Air Pollution Control Division Colorado Department of Public Health and Environment, Hazardous Materials and Waste Division Department of Interior, Office of Environmental Policy and Compliance Jefferson County Department of Health and Environment Jefferson County Department of Highways and Transportation Regional Air Quality Council State Historic Preservation Office U.S. Environmental Protection Agency (EPA)	Human and Built Environment <ul style="list-style-type: none"> • Air Quality • Archaeology • Hazardous Materials • Historic Resources • Noise • Paleontology • Safety • Section 4(f) / 6(f) • Traffic
1:00 p.m. to 2:30 p.m.	Colorado Division of Wildlife (DOW) Federal Emergency Management Agency EPA U.S. Fish and Wildlife Service Urban Drainage and Flood Control District (UDFCD) U.S. Army Corps of Engineers (USACE)	Natural Environment <ul style="list-style-type: none"> • Floodplains • Hydraulics • Noxious Weeds • Stormwater • Threatened and Endangered Species • Vegetation • Water Quality • Wetlands • Wildlife / Fisheries

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Approximately 27 agency representatives attended at least one session. (Several attended multiple sessions.) Sign-in sheets for each of the meeting sessions are included in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*.

The meeting began with sign-in and review of display boards, followed by a presentation and questions from the audience. Each meeting lasted approximately one hour, 30 minutes.

Randy Furst, CDOT Resident Engineer, introduced the study and study participants and provided an overview of CDOT’s mission and goals for the EA. Tim Eversoll, CH2M HILL Project Manager, presented information on the EA process and schedule and discussed the transportation issues in the project area during a fly-through of the Wadsworth corridor. Mandy Whorton, CH2M HILL Environmental Manager, presented information on the existing environmental resources in the project area. The presentation is included in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*.

A copy of all written comments received is provided in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*. The verbal comments received are presented below.

Agency Comments and Questions

Comments or questions are shown in **bold**, and the agency representative is identified in (parentheses) after the comment. If a response was given to a question, the response is shown indented in plain text below the bold question.

SESSION 1: SOCIAL AND COMMUNITY RESOURCES

You did not identify any parks in the project area, but the ball fields at 10th and Wadsworth are a popular and long-standing community park resource. (Larry Mugler, DRCOG)

Yes, the ball fields are important recreation resources. They were not included in the potentially affected area because the fields are located on the west side of the school property (set back away from Wadsworth), and the project is not anticipated to affect them directly.

What is the source of the demographic data? The City of Lakewood does identify the project area as one of the higher concentrations of low-income neighborhoods in the City. (Holly Boehm, City Lakewood Planning)

CDOT's environmental justice analysis uses U.S. Census data and HUD income poverty thresholds to identify low-income populations. Using this method, no low-income populations are present. The school information, however, suggests a much higher percentage of minority and low-income (free- and reduced-lunch-eligible) individuals in the project area. The project team also acknowledges that the neighborhoods in the project area have lower median incomes than the rest of Lakewood. The team will continue to work with Lakewood and others to better understand the apparent discrepancies in data. (Holly explained that she understood the reason for the difference in data sets and measures and would be happy to work with the team to identify low-income or minority populations in the project area that may require special outreach.)

Michelle Rabouin, CDOT EEO, further explained why CDOT uses Census and HUD data. Human Health & Services (HHS) data (presented in the Census) are often not sufficient for measuring income because it uses one value or number across the country. CDOT, therefore, has the option of using HUD data, which more accurately describe poverty conditions in specific regions because they account for cost of living and family size.

Are there any charter schools in the project area? (Michelle Rabouin CDOT EEO)

The Jefferson County Open School located at 10th and Wadsworth is the only charter school in the area. Two private schools also are located within the project area.

Does project team have a specialist for ADA access issues? Lakewood has an issue in another area and would be interested in knowing how CDOT addresses ADA concerns on its projects. (Gail Spencer, City of Lakewood)

Navjoy included American with Disabilities Act (ADA) assessment as part of their pedestrian/bike review. ADA requirements are a part of the project conceptual design standards. Michelle Rabouin offered that CDOT has an ADA specialist (Ben Cordova) in-house for assistance.

Will the Driscoll model be used for of water quality analysis? (Deborah Lebow, EPA)

Yes, unless EPA has another suggestion. (No, EPA has no other suggestion; Driscoll is the best available.)

Although wildlife are not generally a concern in the project area, a bear was sighted in the Two Creeks neighborhood area a couple of years ago. (Gail Spencer, City of Lakewood)

EPA would like to see Energy issues considered in the EA. EPA is particularly interested in energy efficiency in construction. (Deborah Lebow, EPA)

Consideration of energy issues can be included in the scope. Does EPA have any guidance or specific thoughts on what ought to be included? Deboarah responded that other states as well as RTD have some good examples. She will look into it and provide more information if she comes across something that would be helpful.

Lakewood is interested in improving the safety for pedestrians and bicyclists and also wants the project to consider medians and landscaping improvements. (Gail Spencer City of Lakewood)

Improving bicycle and pedestrian mobility has been identified as a need for the project. Controlling access (through medians or other improvements) is also a project need. Landscaping will require agreement among the City of Lakewood staff. Gail noted that the City of Lakewood has internally reached an agreement between maintenance and parks staff and would like landscaping included in the project.

During the alternative assessment process, it will be critical that the City of Lakewood understands the ROW impacts of noncompliant zoning and presents a unified position on the topic (i.e., if a property is non-compliant now, will property need to meet current zoning requirements, or will the City allow the non-compliant zoning to continue?). The City of Lakewood will need to present a unified position on this topic. Bringing parcels into compliance with current zoning could mean relocations are required even though there are no changes to the property use or function. On the Federal Boulevard project this became a major issue that drastically increased the identified ROW relocations, and ROW relocation costs reached half of the current project available budget. The ROW impacts on Federal also became a significant environmental justice issue. Significant ROW acquisition on the project could elevate the status of the EA to an EIS level study. (Greg Jamieson CDOT R6 ROW)

The project team suggested a meeting with CDOT ROW and Lakewood to discuss non-compliant zoning in more detail and gather lessons from the Federal project.

How will you address cumulative impacts for hazardous materials? (Michelle Rabouin CDOT EEO)

Identified hazardous material areas that could be affected by the project will be identified and mitigated in accordance with CDOT's standard process. Because impacted properties are remediated, there are no adverse impacts to disturbance of these properties and no potential for cumulative effects.

SESSION 2: HUMAN & BUILT ENVIRONMENT

Paleontology cannot be dismissed from analysis. Impervious bedrock is present in the area, and excavations for caissons and storm drain systems will penetrate the bedrock. Thin layer rock outcrops that do not show up on geologic maps exist along Lakewood Gulch. (Steve Wallace EPB)

Hazardous materials - there are probably old abandoned gas station sites which need to be researched further. The former Leon Payne car dealership on the west side (Wal Mart site) of Wadsworth would be a specific area to investigate. (Andy Flurkey, CDOT Material Property Mgmt)

Research from the city directory for historic property usage had not yet occurred but was planned to identify these other areas that did not show up in databases.

The project needs to coordinate with CDOT Traffic on model analysis results to ensure consistency with corridor congestion reports. (Mehdi Baziar CDOT DTD)

The traffic analysis memorandum was not provided in the *Summary of Existing Conditions* but is included in the *Existing Conditions for Engineering Elements*. A copy of the latter was provided after the session.

What uses are included in the higher density TOD land use proposed by Lakewood? (Zac Graves, CDOT EPB)

The zoning is for mixed-use commercial and residential.

Jefferson County is interested in impacts on pedestrians and bicyclists and water quality. These issues seem to be covered under the current scope as presented at the meeting. (Mindi Ramig, Jefferson County Public Health & Environment)

Historic - There is a Valentine Diner behind the McDonalds on the Three Margaritas business property. It is hidden and can be easily overlooked. The diner should be evaluated as a historic resource. (Bob Autobee CDOT EPB)

SESSION 3: NATURAL ENVIRONMENT

Wetlands - the three identified areas will most likely be classified as jurisdictional. (Margaret Langworthy, USACE)

Nationwide permits are not applicable to or appropriate for many realignment activities. The team should check the current Nationwide permit regulations before assuming that minor impacts will not require an individual 404 permit. (Margaret Langworthy, USACE)

USACE has done a lot of permitting recently with UDFCD for flood improvements upstream of the project area. These projects have probably affected flow at the drainages, and the team should coordinate with UDFCD. (Margaret Langworthy, USACE)

The team intends to meet with UDFCD. They had a conflict with the scoping meeting but will meet with the team soon.

Opening up channels to account for undersized culverts, may result in increasing wetland boundaries. On the other hand, wetlands may exist due to the undersized culverts causing ponding, and opening them up would impact wetlands by removing the water source. (Margaret Langworthy, USACE)

Wetlands should be referred to as "Wetlands / Waters of the US." (Margaret Langworthy, USACE)

Fish species can be present even in seasonal streams, and the statement that fish are not present should be removed. Consider improved wording on description of existing conditions (stream flows are intermittent versus stream is dry). (Margaret Langworthy, USACE)

Just because the project area is not rich in wildlife does not mean that the project cannot improve natural conditions. The team should actively work with UDFCD during the design phase to provide systems and facilities (e.g., forebay areas, stream ladders, etc.) that benefit wetlands and promote habitat suitable for fish. (Margaret Langworthy, USACE)

Don't minimize the importance of urban areas to provide an oasis for wildlife, especially migratory birds. (Margaret Langworthy, USACE)

Wildlife - The project will likely need an SB40 permit at construction. Consultation with USACE during the EA will cover remaining wildlife issues, and DOW does not expect to have any more involvement in the EA. (Jerrie McKee DOW)

Are there any prairie dogs in the area? (Bryan Roeder CDOT/EPB)

None were observed or documented in the area.



US 6 / Wadsworth Environmental Assessment Including Improvements from 4th to 14th Avenues

Purpose:	Public Scoping Meeting - introduce project and gather input		
Day:	Tuesday	Date:	August 21, 2007, 4:00 p.m. - 8:00 p.m.

Location:	Clements Community Center, 1580 Yarrow St., Lakewood
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Participants:

Attendee	Representing
See sign-in sheet in <i>US 6/Wadsworth Environmental Assessment Scoping Summary Report</i>	Individuals interested in the project.
Aaron Swafford	CH2M HILL
Allen Albers	City of Lakewood
Bill Lang	CH2M HILL
Carolyn Washee-Freeland	CH2M HILL
Claudio Vera	CH2M HILL
Colleen Kirby Roberts	CH2M HILL
David Singer	CDOT R6
Fawn Friend	CH2M HILL
Glen Selover	CH2M HILL
Greg Jamieson	CDOT R6
Jeff Cerjan	Hankard
Karl Buchholz	Navjoy
Kirk Webb	CDOT R6
Loretta LaRiviere	CH2M HILL
Mandy Whorton	CH2M HILL
Randy Furst	CDOT R6
Seyed Kalantar	CDOT R6
Tim Eversoll	CH2M HILL
Vanessa Henderson	CDOT EPB
Zeke Lynch	CH2M HILL

Discussion Items

The purpose of the meeting was to introduce the study and gather information from residents and business owners interested in or potentially affected by the US 6 / Wadsworth Environmental Assessment (EA).

Approximately 71 individuals, not including CDOT, City, or Consultant staff, attended the meeting. Sign-in sheets for each of the meeting sessions are included in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*.

The meeting was an open house format supplemented by two formal presentations. The open house was available from 4:00 p.m. to 8:00 p.m. with presentations at 5:00 p.m. and 7:00 p.m. The majority of people arrived early and stayed for the first presentation only. A limited children's supervised area was available, and one family took advantage of this service. A Spanish translator was also available but no Spanish-only speakers were present at the meetings.

Six stations were staffed by CDOT and Consultant staff. Stations included the EA Process and Schedule, Transportation Issues, Traffic, Noise, Environmental Resources, and Comments. At each station, display boards were used to illustrate aspects of the project. Reduced sized copies of the display boards are included in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*.

For each presentation, Randy Furst, CDOT Resident Engineer, introduced the study and study participants and provided an overview of CDOT's mission and goals for the EA. Tim Eversoll, CH2M HILL Project Manager, presented information about the transportation issues in the project area during a fly-through of the Wadsworth corridor. Mandy Whorton, CH2M HILL Environmental Manager, presented information about the EA process, purpose of scoping, and how to provide comments. The presentation is included in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*.

A copy of all written comments received is provided in the *US 6/Wadsworth Environmental Assessment Scoping Summary Report*. The verbal comments received are presented below categorized by topic. In cases where individuals identified themselves to the project team, their names are included in parentheses after the comment.

NOISE

- Noise mitigation needs to be provided (Joyce Wooster)
- Noise and vibration issues have not been well handled by RTD
- If the ramp is to be rebuilt, a sound barrier would be helpful on the SE side of the interchange
- Look at stone matrix asphalt (SMA) to help with noise reduction (Gwyn Green)
- Check on cracks in noise barriers, existing east of Wadsworth and maintain properly
- Look at quieter paving
- Look at sound absorptive barriers
- Request specific (roadway noise) noise thermometer with regulations

- Measure/model baseline and project noise deeper in neighborhoods. Walls reflect sound and make it worse for houses far away from the highway.
- Consider using sound absorptive noise walls. Homes farther away from US 6 are “noisier” with the walls than without.
- Noise walls should go from Wadsworth to Kipling as there are homes there
- If a wall is not extended from Wadsworth all the way to Kipling then policy makers/decision makers need to stand in our yards and listen!
- Noise walls needed on 6th Avenue.
- Houses in this area are on land higher than 6th Avenue to the south. Perception that noise walls are not effective for this area. (Margaret Turner; resident along 9th Avenue & Turner east of Wadsworth)
- Noise walls on Wadsworth would not be permitted by Lakewood zoning.
- One local noise specialist said build a noise wall for this area and just about any development can be done with out much opposition. (Team member indicated that the study has to show if any noise mitigation, not necessarily a wall, is needed; and it will be part of the process).

SAFETY

- Resident at Vance and Frontage Road witnesses accidents daily along ramps
- Speeds on 6th Avenue have probably contributed to increased accidents at the east-bound ramps. (Bill & Kimberly Strotz, 594 Webster Street)
- Speeds along the frontage road increased significantly when CDOT cut a tree down at a private residence at Webster Street and the Frontage Road. The tree provided some traffic calming; CDOT said it caused “sight” problems but there is no intersection, only a curve, and CDOT didn’t ask permission to cut the tree down. (Bill & Kimberly Strotz, 594 Webster Street)
- The guardrail separating the east-bound 6th ramp from the SE Frontage Road is continually damaged and in need of repair due to frequent crashes from both sides. Sometimes it is months before it is repaired leaving little or no barrier protection. (Bill & Kimberly Strotz, 594 Webster Street)
- Excess speed on Frontage Road and Webster Street makes entering road from driveway difficult at times as well as unsafe for children at play (our house and apartments next door). (Bill & Kimberly Strotz, 594 Webster Street)
- Carr Street access to eastbound 6th requires a dangerous merge with weaving movements from the southbound Wadsworth exit movement. Frequent traffic backups on eastbound 6th and surrounding side streets (Yukon and 5th) during peak travel times. Also, many side streets dead end and are discontinuous in this southwest quadrant of the intersection.
- 65 mph speed limit on 6th Avenue is a major concern for safety in navigating the entrance to 6th Avenue

- Most drivers do not honor the yield signs at the 6th/Wadsworth interchange (Charlie Able; Candidate of City Council Ward 1)
- Need dedicated bike paths or striping to separate bikes from motorized vehicles.
- Loop ramps are dangerous due to tight radius and low speed.
- The 65 mph speed limit on 6th Avenue is too high
- The high speed on 6th Avenue is the problem. Speed differentiation is the cause of the accidents, almost daily. What study, if any, supports the 65 mph speed limit? Why don't we drop speed limit to 55 mph? A short distance to the east near Sheridan Boulevard, speed limit is 55 mph. Drop of speed limit can help with getting on/off ramps. (Project staff explained that this section of US 6 has the characteristics of a road with 65 mph speed limit, therefore it is designated as so. Speed limit is set at 85% of going speed. Lowering speed limit to 55 mph will create compliance issues. People will drive at the speed that feels proper for the physical condition of the road.)

ACCESS AND TRAFFIC ISSUES

- Have difficulty even making a right turn onto Wadsworth from Highland, let alone left.
- Prohibit u-turns and illegal lefts with mistakes at interchange
- Add more time on 10th Ave. signal
- Look at signalizing ramps - metering at interchange
- Merge/weave are concerns (Joyce Wooster)
- Look at cut-through traffic at 9th/10th/Teller
- Southwest corner of 5th & Wadsworth: vehicles cut through gas station to avoid cars making a left onto northbound Wadsworth.
- Difficult to go southbound on Wadsworth from residence along frontage road at northeast quadrant of interchange. Has to drive on the eastbound off ramp and travel north on Wadsworth up to 10th Avenue to make a safe U-turn. (Kathryn Gunderson; resident on frontage road in NE corner of interchange)
- Peak hour traffic congestion on southbound Wadsworth - drivers turning south off of 4th Avenue wanting to turn left (east) at 1st Avenue can not make the merge because of heavy traffic. (Charlie Able; Candidate of City Council Ward 1)
- No sidewalk along the west side of Wadsworth through the interchange. (James Hristosarbs; Westwood Inn Restaurant owners; corner of 6th/Wadsworth Interchange)
- Will the traffic model take into account the impacts of Lakewood's new transit zoning around the RTD 13th Street light rail station? Resident's opinion is this will result in increased vehicle and pedestrian traffic through the neighborhood. (Sara Farrar-Nagy; resident on 13th Avenue east of Wadsworth, Two Creeks neighborhood)
- Extending Xenon Street could be an option that would reduce impacts to the Westwood Inn.

- 5th Avenue should be extended as planned by the City.
- Do not open up access at 8th (on the west side)
- Traffic along Wadsworth has increased substantially since the opening of Belmar.
- CDOT should widen 6th Avenue and make it an interstate.
- Would the University and I-25 interchange type (SPUI?) work in this area?
- Will the slip ramps on the west side of US 6 be included in our study? (Yes, they are part of our study.) These ramps are dangerous. (We realized that at early stages of the study.)

EJ

- There are a lot of rentals on east side between 8th and 13th with high minority population. Make sure to check renters and not owners.

ROW

- Concerned that the new interchange configuration could require right-of-way acquisition. Can they build a retaining wall to reduce the need for ROW, so my property is less affected? (James Hristosarbs; Westwood Inn Restaurant owners; corner of 6th/Wadsworth Interchange)
- Realizes their property will be one of the most likely to be acquired due to the improvements to the interchange. Wanted to know how the ROW process worked with CDOT projects. Directed Charlie to meet with Greg Jamieson / CDOT-ROW. (Charlie; owner of the Edit House, AA Meeting Center on SE corner of 6th/Wadsworth interchange)
- Property owner at Vance near the interchange would like to sell his house to CDOT

NOXIOUS WEEDS

- Concerned about noxious weeds that are present in the project area and to the southwest. There are horses and other animals that come into contact with them. The project should identify existing noxious weeds and take steps to minimize the spread of seeds during construction. (Charley Able)

DRAINAGE AND UTILITIES

- Flooding on Lakewood Gulch and Wadsworth was reported with large amounts of trash conveyed within Lakewood Gulch.
- Irrigation ditch and culverts will require coordination for location and size.
- Lower Lakewood gulch crossing of Wadsworth has backed up. Recent heavy snow falls this past winter caused significant backup of the channel. (Walter; resident south of 6th Avenue - Linvale HOA)
- Wanted the project team to be aware of existing ditch systems in the neighborhood. Mentioned the School Lateral Ditch. Also the RTD West Corridor project will result in relocation of a number of utilities along 13th Avenue. The project team should be

aware of the changes being proposed. (Maddie Nichols; resident in Two Creeks neighborhood)

MAINTENANCE

- Lack of snow storage and removal was mentioned as a concern for the study area. Insufficient snow storage (shoulders, etc.) results in heavy amounts of snow impeding traffic in an already congested corridor.
- Need to consider areas for snow storage so that the snow does not block pedestrian and bike paths.
- Maintenance along the existing noise walls on 6th Avenue, east of Wadsworth is needed. Apparent holes in the wall. (Deanna, Lakewood Sentinel, and others)
- Does placing landscape in median require purchasing of more ROW and what will be the overall effect? (Since we usually need 16 feet of median for left turn lanes, landscaping by itself may or may not affect ROW purchase. But having landscape in median creates maintenance issue, adds moisture to the subgrade that can lead to pothole issues, overgrown trees can limit the sight distance.) She said that some areas have xeriscape that need little water with short growing vegetation.

MISCELLANEOUS

- Is Lakewood still planning to extend Yukon to 4th? (James Hristosarbs; Westwood Inn Restaurant owners; corner of 6th/Wadsworth Interchange)
- Concerned that City of Lakewood is focused on urban renewal along Wadsworth. Perception is their goal is to clear out unwanted businesses. (James Hristosarbs; Westwood Inn Restaurant owners; corner of 6th/Wadsworth Interchange)
- Send copy of noise graphic (in packet) to Gwyn Green – gwyngreen@comcast.net
- Post boards to website, Zeke told people to view them there.
- All residents in study area should be notified individually. Notify residents early, one week before a public meeting isn't enough time. Frustrated that Lakewood isn't notifying residents affected by zoning changes. The Eiber Group also isn't communicating. (Kathy Knoble)
- There is a plume next to the Credit Union in the southeast quadrant. (Charley Able)
- Requests the project team come to the Mid Lakewood Civic Association meeting on October 5 to make a presentation. Area includes residential zone south of 6th Avenue around Carr Street. (Darel Saindon).
- Community Resources Map has a couple of errors (noted on the map)
- What is the time horizon for this project? Build a project that will last for next 50 years. What good does it do if it is under capacity by the time you finish construction. Then it is good only for 27 years.
- Is this going to be built in 5, 10, or 20 years? (We do not have any plans or budget for now. We are on SB 1, if we build anything hopefully we will be much sooner than 10 to 15 years.)

- A resident noted concerns about possible simultaneous multiple construction activities. (This concern will be part of the study, and the project team will look at how to mitigate the effects on neighborhoods.)
- It is not just the noise but seeing the constant traffic is a problem.



US 6 / Wadsworth

Environmental Assessment

Including Improvements from 4th to 14th Avenues

Purpose:	O’Kane Park Neighborhood Association General Membership Quarterly Meeting - introduce project and gather early input		
Day:	Tuesday	Date:	August 28, 2007, 7:00 p.m.
Location:	Washington Heights Arts Center (6375 W. 1st Ave., Lakewood)		

Participants:

Attendee	Representing
See sign-in sheet	O’Kane Park Neighborhood Association members, City of Lakewood staff, and elected officials
Seyed Kalantar	CDOT
Kirk Webb	CDOT
Tim Eversoll	CH2M HILL
Mandy Whorton	CH2M HILL

Discussion Items

The purpose of the meeting was to introduce the study and gather information from the group. Approximately 30 neighbors attended the meeting. The presentation and questions was the first item on the agenda, and the presentation and questions and answers lasted approximately 45 minutes. The issues board and handouts were available throughout and after the meeting. The meeting adjourned at approximately 8:45.

Seyed introduced the study. Tim provided information on the EA process and schedule, discussed the agencies participating in the study, explained how the project schedule might look and that this project is on a more aggressive schedule than typical. Mandy presented information on the NEPA process, noted key decision milestones where the public will have input, and explained the scoping phase. A copy of the presentation is attached. After the presentation, the audience asked a number of questions.

Audience Questions and Comments

Visual Resources and Aesthetics are not categorized as important issues. Is this because the current environment is not important or because the aesthetics of the future design is not an important consideration?

The existing viewsheds were analyzed, and because of topography, presence of noise walls, visual clutter of commercial development with uneven setbacks and sidewalks, and the expansive nature of the roadways, there were no significant views in the corridor that were important to protect. Creating a visually pleasing project that fits better into the community, however, will be an important consideration for design.

When will construction of the project be completed?

The schedule of 1-2 years for the environmental study and 6-12 months for design is CDOT's best estimate for when the project will be ready to be constructed. Construction is dependent on funding, and CDOT cannot apply for federal funding until the environmental process is complete. The project is a high priority, however, and CDOT would like to complete construction before the opening of the West Corridor light rail in approximately 2012.

How much more space do you need to fix the weaves and acceleration/deceleration lanes at the interchange?

We have not done any design at this point, but CDOT does have right-of-way to work with in the interchange area, particularly on the west side where the loops are not as tight as on the east side. It is likely that right-of-way will be required for both the interchange and Wadsworth improvements, and minimizing impacts to property owners will be an important consideration in the evaluation of alternatives.

How wide will Wadsworth need to be? Will it look like a freeway?

We do not have a design yet to answer what it will look like. CDOT's current right-of-way along Wadsworth varies from 85 to 100 feet, and it is unlikely that this width will be sufficient to provide needed transportation improvements. Review of the existing problems in along Wadsworth suggest that providing pedestrian and bicycle facilities, drainage and water quality treatment, additional travel lanes, and controlling accesses will require more space than CDOT's current right-of-way. The classification and function of Wadsworth will not likely change, however.

No change to the interchange will be effective unless 6th Avenue is widened. Even if you can get onto 6th Avenue easier than today, 6th Avenue remains congested through I-25. Does CDOT have plans to widen 6th Avenue to address the real congestion problem?

CDOT has conducted some preliminary analyses of widening 6th Avenue, and the need is there. No funding has been identified to support this need, and, because of prohibitively high right-of-way acquisition costs, it is not likely that funding will be directed to this need. Right-of-way costs have been identified as a fatal flaw for widening of 6th Avenue.

How much is this going to cost, and what year dollars are you using for estimates?

It is difficult to do cost estimates without a specific design, so the cost estimates are a ballpark figure. In its planning documents, CDOT has estimated \$70 million for this

project, and we will need to work to stay within that budget. The construction estimate will be refined after the project is designed. CDOT is well aware of the escalating costs of construction, and the longer the study takes and the longer that it sits waiting for funding, the harder it will be to complete the project economically.

Other Items

Generally, the O'Kane HOA seemed most interested in changes to the interchange and much less interested in the interaction with light rail or other changes on Wadsworth than the neighborhoods north of the interchange. Members expressed support for the project and the outreach approaches of the project team.