



Scoping Summary Report

APPENDIX L

Written Comments

Whorton, Mandy/DEN

From: Alison_Michael@fws.gov
Sent: Monday, August 13, 2007 2:55 PM
To: Whorton, Mandy/DEN
Cc: jeff.peterson@dot.state.co.us
Subject: Re: US 6 and Wadsworth Environmental Assessment

Hi Mandy,

I did receive the information, and whenever I go to look at it, I get distracted. It is unlikely I will attend the meeting. The only Service concerns I see are with migratory birds, and CDOT is generally pretty good about assessing habitat, conducting surveys, and avoiding impacts. What we like to see are timing restrictions, that is, don't conduct work between May 1 and August 15, or be sure to remove trees and shrubs within the project boundary or that will be disturbed by the project which may be used for nesting, between August 15 and April 31. Prevent nesting on bridges if the bridge is to be removed during the nesting season (May 1 - August 15). I suspect that only pigeons use the US6 bridge over Wads, but I could be wrong, and pigeons aren't protected anyway.

Thanks,
Alison

<Mandy.Whorton@CH
2M.com>

08/13/2007 02:31
PM

<Alison_Michael@fws.gov>

To

cc

Subject

US 6 and Wadsworth Environmental
Assessment

Hi Alison,

I dropped off some background information for you with Susan Linner on Thursday about the US 6 and Wadsworth Boulevard Environmental Assessment. Did you receive the information? Do you think you will attend the meeting?

Thanks
Mandy
Mandy Whorton
CH2M HILL
9193 South Jamaica St
Englewood, CO 80112
720-286-5239 (CH2M HILL office)
303-886-6258 (cell)
mwhorton@ch2m.com

Whorton, Mandy/DEN

From: Fowler.Sarah@epamail.epa.gov
Sent: Friday, September 14, 2007 1:15 PM
To: Whorton, Mandy/DEN
Subject: Re: US 6 and Wadsworth Environmental Assessment

Mandy, I now realize that the M. Gulch is adjacent to the frontage road. If an individual permit is needed, the Section 404(b)(1) Guidelines (40 CFR 230) should be used as the regulations requiring avoidance of impacts, minimization, and compensation for only unavoidable impacts to waters of the U.S. If avoidance is not possible, the riparian system should be replaced with an appropriate tree replacement ratio. The Corps has more guidance on that specific issue.

Sarah Fowler, Biologist
Wetlands and Watershed Unit, EPR-EP
EPA Region 8
1595 Wynkoop Street
Denver, CO 80202-1129
303-312-6192
fax 303-312-7206

<Mandy.Whorton@C
H2M.com>

09/10/2007 09:29
PM

To
Sarah Fowler/EPR/R8/USEPA/US@EPA
cc

Subject
US 6 and Wadsworth Environmental
Assessment

Good afternoon,

I am writing to follow up on scoping information I sent to you for the US 6 and Wadsworth Environmental Assessment. We held agency scoping meetings on August 16. Deborah Lebow attended the meetings and provided comments on behalf of EPA. I wanted to be sure, however, that you didn't have any comments that you wanted to provide to help us define the scope of issues to be analyzed in the EA or provide any input into environmental analysis methodologies. When we talked before the meetings, I understood that you did not feel that you had much to contribute to the EA at this time but I wanted to confirm for our records a couple of things:

Confirm that you have no comments at the time ___ (Y/N)
Confirm that you do/do not want to continue to be on our contact list.

Thank you very much,
Mandy Whorton
CH2M HILL
9193 South Jamaica St
Englewood, CO 80112



**COLORADO
HISTORICAL
SOCIETY**

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

August 7, 2007

Kirk Webb
Project Environmental Manager
CDOT, Region 6
2000 South Holly Street
Denver, CO 80222

Re: US 6 and Wadsworth Environmental Assessment Scoping Meeting. (CHS #50636)

Dear Mr. Webb,

Thank you for your correspondence dated July 25, 2007 and received by our office on July 26, 2007 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

Unfortunately, our office is not able to attend the scoping meeting scheduled for August 16, 2007 for this project. We would like to use this letter to recommend that CDOT begin the Section 106 process as early in the planning process as possible. We have included a flow chart that illustrates the relationship between NEPA and Section 106. We recommend identifying consulting parties during the scoping stage so that you may gather their comments earlier in the process. Once the consulting parties are determined, we recommend initiating consultation with our office and the other consulting parties regarding an appropriate Area of Potential Effects (APE) for the project.

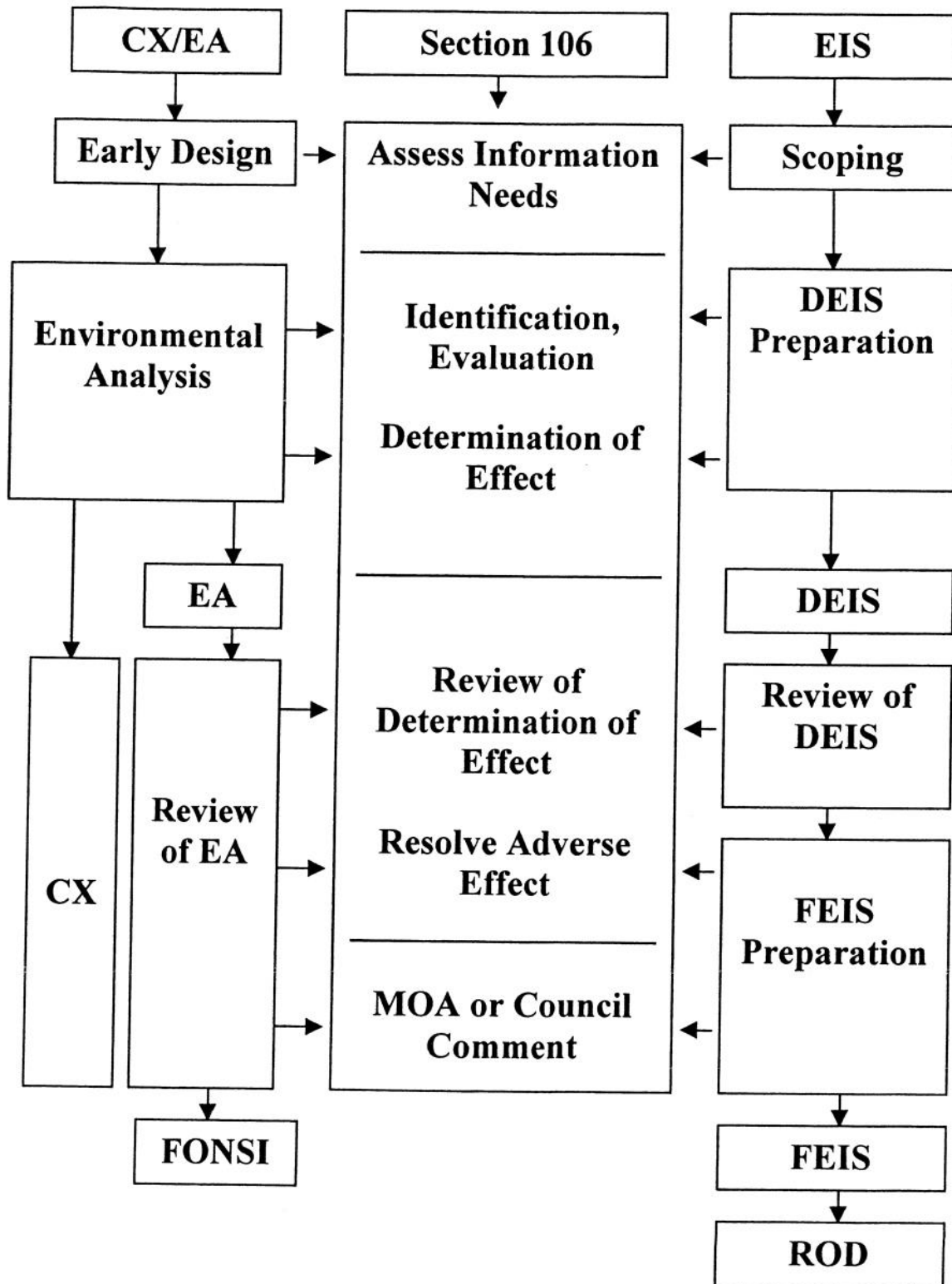
We apologize for not being able to attend the meeting, but hope the above comments will aid during the scoping process. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,

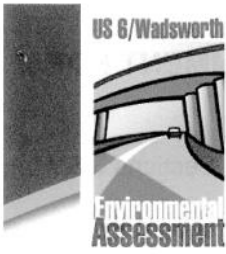
Mark Wolfe
for Georgianna Contiguglia
State Historic Preservation Officer

Cc: Dianna Litvak /CDOT Region 6

COORDINATION BETWEEN NEPA AND SECTION 106



The Public and Consulting Parties must be notified and given the opportunity to comment during each step of the Section 106 review process.



Agency Comment Form

First Name: Larry Last Name: Mugler Agency: DR COB
Address: 4500 Cherry Creek Dr S, Suite 800 City: Denver Zip Code: 80246
Email Address: lmugler@drco.org

My Agency's Areas of Interest Are:

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Threatened or Endangered Species |
| <input type="checkbox"/> Archaeological Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Section 4(f) Resources |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noxious Weeds | <input checked="" type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Environmental Justice | <input type="checkbox"/> Paleontological Resources | <input type="checkbox"/> Vegetation |
| <input type="checkbox"/> Farmlands | <input type="checkbox"/> Relocation/Right-of-Way | <input checked="" type="checkbox"/> Visual Quality/Aesthetics |
| <input checked="" type="checkbox"/> Floodplains | <input checked="" type="checkbox"/> Pedestrians and Bicyclists | <input checked="" type="checkbox"/> Water Quality/Water Resources |
| <input type="checkbox"/> Geology | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Wetlands |
| <input type="checkbox"/> Hazardous Materials/Wastes | <input checked="" type="checkbox"/> Socioeconomics | <input checked="" type="checkbox"/> Wildlife and Fisheries |
| <input type="checkbox"/> Historic Properties | <input type="checkbox"/> Soils | |

Question/Comment

Project Purpose and Need (Reference Summary of Existing Conditions Report, Section 2)

- Does the purpose and need establish a basis for evaluating a reasonable range of alternatives? Does it establish a need for action and expenditure of public funds?

Yes.

Environmental Scopes and Methodologies (Reference Summary of Existing Conditions, Sections 3 & 4)

- I have reviewed the list of resources proposed for detailed analysis and agree / disagree (circle one) that the scope of analysis is appropriate.
- I have reviewed the proposed methodologies for environmental impact analysis and agree / disagree (circle one) that the methodologies are appropriate.

Would encourage for water quality analysis to look at e.coli impacts.

DRCE's plans include a fixed guideway transit in the Wadsworth corridor Post-Fallbrook. You might include this in the alternatives study

EA Streamlining Process

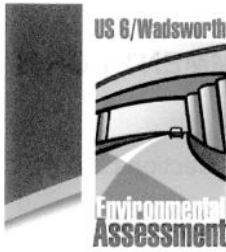
- What can CDOT do on this project to streamline your Agency's participation in the EA?
 What do you see as your level of involvement: Review Final Documents Participate in Regular Meetings Other: _____

- What do you think about the streamlining techniques conducted for this project?
 Agency Partnering/Chartering: Useful Not useful Don't Have an Opinion
 Summary of Existing Conditions Report: Useful Not useful Don't Have an Opinion

Other Comment(s)

Keep Me on the Mailing List for Future Project Information

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



Agency Comment Form

First Name: Mindi Last Name: Ramig Agency: Jefferson County Dept. of Health + Environment
 Address: 1801 19th St. City: Golden Zip Code: 80401
 Email Address: mramig@jeffco.us

My Agency's Areas of Interest Are:

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Threatened or Endangered Species |
| <input type="checkbox"/> Archaeological Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Section 4(f) Resources |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noxious Weeds | <input type="checkbox"/> Transportation |
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| <input type="checkbox"/> Historic Properties | <input type="checkbox"/> Soils | |

Question/Comment

Project Purpose and Need (Reference Summary of Existing Conditions Report, Section 2)

- Does the purpose and need establish a basis for evaluating a reasonable range of alternatives? Does it establish a need for action and expenditure of public funds?

Yes, I believe that it does. In our view this area is in critical need for improvements and therefore the expenditure of funds is appropriate.

Environmental Scopes and Methodologies (Reference Summary of Existing Conditions, Sections 3 & 4)

- I have reviewed the list of resources proposed for detailed analysis and agree / disagree (circle one) that the scope of analysis is appropriate.
- I have reviewed the proposed methodologies for environmental impact analysis and agree / disagree (circle one) that the methodologies are appropriate.

EA Streamlining Process

- What can CDOT do on this project to streamline your Agency's participation in the EA?
 What do you see as your level of involvement: Review Final Documents Participate in Regular Meetings Other: _____

↳ at least to a certain extent, depending on frequency and agenda of meetings. Would like to be involved some during the process prior to the final documents stage.

- What do you think about the streamlining techniques conducted for this project?
 Agency Partnering/Chartering: Useful Not useful Don't Have an Opinion
 Summary of Existing Conditions Report: Useful Not useful Don't Have an Opinion

Other Comment(s)

Very helpful to know what's happening with this project and the focus thus far. Thank you for contacting us.

Keep Me on the Mailing List for Future Project Information

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

Whorton, Mandy/DEN

From: Allen Albers [AllAlb@lakewood.org]
Sent: Thursday, August 23, 2007 1:35 PM
To: Whorton, Mandy/DEN
Subject: FW: Photos

Mandy

FYI.

Allen

-----Original Message-----

From: John Paliga
Sent: Thursday, August 23, 2007 11:20 AM
To: Allen Albers
Subject: RE: Photos

Alan,

No go on the photos at this end.

We do have some comments for you re: the Wads/6th EA PowerPoint:

- **Section 4(f) and 6(f) Resources:** There is a 4f property in the study area, Two Creeks park (undeveloped) between 10th and 12th on the east side of Wads. There is actually a small bit of park Wads frontage at Dry Gulch.
- **Water Quality:** The noted drainages are not generally dry during the year, all have perennial baseflows year-round.
- **The City** would like the scope to include a ped underpass of Wads at Lakewood Gulch.

Please let me know if you can forward these comments to CH2MHill or if I need to submit an agency comment sheet.

Thanks

-----Original Message-----

From: Allen Albers
Sent: Thursday, August 23, 2007 10:05 AM
To: Allen Albers; Anne Heine; David Abbink (E-mail); David Baskett; Dick Plastino; Gail Spencer; Holly Boehm; Jay Hutchison; Jeff Streeter; John Griffith; John Padon; John Paliga; Mark Doering; Michael Connor; Mike Becker; Neil Marciniak; Rob Smetana; Roger Wadnal; Steve Steinberger; Ted VanHorn; Terry Rogers; Vince Casteel
Subject: FW: Photos

All:

Terry? Anybody?

Thanks for your help.

[Allen](#)

-----Original Message-----

From: Mandy.Whorton@CH2M.com [mailto:Mandy.Whorton@CH2M.com]

Sent: Thursday, August 23, 2007 7:14 AM

To: Allen Albers

Subject: Photos

Hi Allen,

I was wondering if anyone at the City has photos of flooding of Lakewood and/or Dry Gulches?

Thanks
Mandy

Environmental Scopes and Methodologies (Reference Summary of Existing Conditions, Sections 3 & 4)

- I have reviewed the list of resources proposed for detailed analysis and agree / disagree (circle one) that the scope of analysis is appropriate.
- I have reviewed the proposed methodologies for environmental impact analysis and agree / disagree (circle one) that the methodologies are appropriate.

EA Streamlining Process

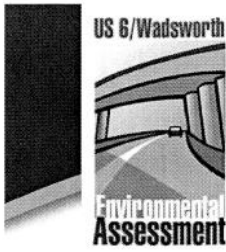
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Other Comment(s)

Keep Me on the Mailing List for Future Project Information

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



Agency Comment Form

First Name: Sheble Last Name: McConnellogue Agency: CDOT
Address: 4201 E. Arkansas City: Denver Zip Code: 80222
Email Address: Sheble.mcconnellogu@dot.state.co.us

My Agency's Areas of Interest Are:

- | | | |
|---|---|---|
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Threatened or Endangered Species |
| <input type="checkbox"/> Archaeological Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Section 4(f) Resources |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noxious Weeds | <input type="checkbox"/> Transportation |
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| <input type="checkbox"/> Farmlands | <input type="checkbox"/> Relocation/Right-of-Way | <input type="checkbox"/> Visual Quality/Aesthetics |
| <input type="checkbox"/> Floodplains | <input type="checkbox"/> Pedestrians and Bicyclists | <input type="checkbox"/> Water Quality/Water Resources |
| <input type="checkbox"/> Geology | <input type="checkbox"/> Recreation | <input type="checkbox"/> Wetlands |
| <input type="checkbox"/> Hazardous Materials/Wastes | <input type="checkbox"/> Socioeconomics | <input type="checkbox"/> Wildlife and Fisheries |
| <input type="checkbox"/> Historic Properties | <input type="checkbox"/> Soils | |
- cumulative impacts

Question/Comment

Project Purpose and Need (Reference Summary of Existing Conditions Report, Section 2)

- Does the purpose and need establish a basis for evaluating a reasonable range of alternatives? Does it establish a need for action and expenditure of public funds?

CIA transportation
transit
light rail
Park n' Ride ?
Kiss n' Ride??
Landuse Transit oriented development?

Environmental Scopes and Methodologies (Reference Summary of Existing Conditions, Sections 3 & 4)

- I have reviewed the list of resources proposed for detailed analysis and agree / disagree (circle one) that the scope of analysis is appropriate.
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EA Streamlining Process

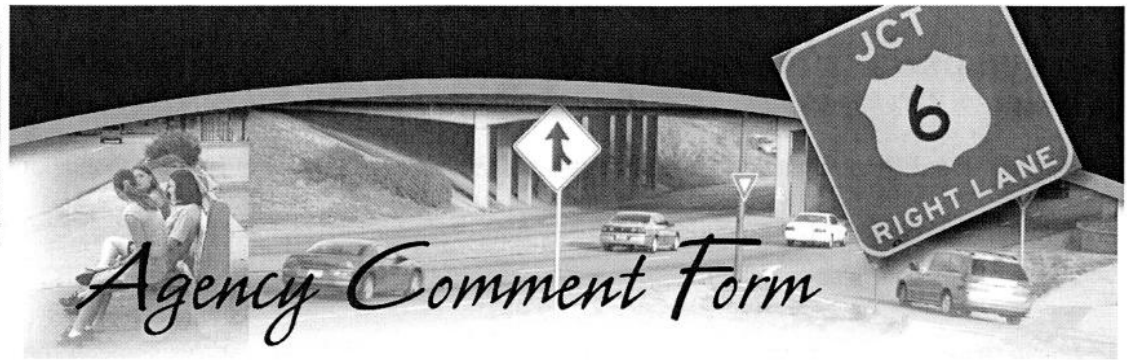
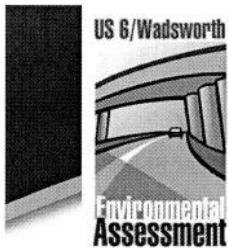
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 Summary of Existing Conditions Report: Useful Not useful Don't Have an Opinion

Other Comment(s)

Keep Me on the Mailing List for Future Project Information

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



Agency Comment Form

Agency Comment Form

First Name: Jill Last Name: Scott Agency: CDOT ITS
Address: 4750 Corporate Cir City: Golden Zip Code: 80004
Email Address: Jill.K.Scott@dot.state.co.us

My Agency's Areas of Interest Are:

- | | | |
|---|---|---|
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use | <input type="checkbox"/> Threatened or Endangered Species |
| <input type="checkbox"/> Archaeological Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Section 4(f) Resources |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noxious Weeds | <input checked="" type="checkbox"/> Transportation |
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| <input type="checkbox"/> Hazardous Materials/Wastes | <input type="checkbox"/> Socioeconomics | <input type="checkbox"/> Wildlife and Fisheries |
| <input type="checkbox"/> Historic Properties | <input type="checkbox"/> Soils | |

Question/Comment

Project Purpose and Need (Reference Summary of Existing Conditions Report, Section 2)

- Does the purpose and need establish a basis for evaluating a reasonable range of alternatives? Does it establish a need for action and expenditure of public funds?

I didn't read existing report but want to make the project aware of my existing ITS devices.

We have a high priority fiber optic line on the north side of 6th Ave. Loops in the mainline + ramps. Traffic counting stations with cabinets + a VMS that will need reset. Please call w questions 303-512-5805. I'm in process of replacing fiber + could put in a splice for future resetting if someone can tell me today how far east + west you'll be affecting 6th Ave?

Environmental Scopes and Methodologies (Reference Summary of Existing Conditions, Sections 3 & 4)

- I have reviewed the list of resources proposed for detailed analysis and agree / disagree (circle one) that the scope of analysis is appropriate.
- I have reviewed the proposed methodologies for environmental impact analysis and agree / disagree (circle one) that the methodologies are appropriate.

EA Streamlining Process

- What can CDOT do on this project to streamline your Agency's participation in the EA?
 What do you see as your level of involvement: Review Final Documents Participate in Regular Meetings Other: _____

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 Summary of Existing Conditions Report: Useful Not useful Don't Have an Opinion

Other Comment(s)

Keep Me on the Mailing List for Future Project Information

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

Whorton, Mandy/DEN

From: Allen, Tamara A [Tamara.Allen@dot.state.co.us]
Sent: Friday, August 17, 2007 11:08 AM
To: Whorton, Mandy/DEN
Cc: Henderson, Vanessa; Willard, Richard
Subject: US 6 and Wadsworth Scoping Comments

Mandy, the following are my comments with respect to the August 2007 Summary of Existing Conditions document:

Project Purpose and Need: No comments.

Environmental Scopes and Methodologies: My comments are specific to Section 3.13 Water Quality.

- Section 3.13.1 states that the study area waterbodies were characterized from topos, floodplain maps, and the 303(d) list, but Section 3.13.2 states that additional CDPHE regulations were reviewed for classification, beneficial use, and water quality concerns. Please be specific and consistent regarding scope of research and sources of information;
- Section 3.13.3 references a sensitive waters definition from CDOT's post-construction program. CDOT's post-construction program is no longer entirely consistent with our revised MS4 permit, effective February 1, 2007, especially with respect to this definition. Sensitive waters are defined by permit, Part I.B.1.b.3), as:

a) Water quality segments listed on the Division's most recent 303(d) list (Regulation #93) or for which a total maximum daily load (TMDL) has been developed that limits the amount of the specified pollutant that is likely to be present in the discharges from CDOT activity;

b) Water quality segments listed on the Division's most recent Monitoring and Evaluation List (Regulation #94) for a pollutant that is likely to be present in discharges from CDOT activity;

c) Water quality segments designated as Outstanding Waters (OW), including wetlands;

d) Water quality segments classified as Aquatic Life Class 1;

e) Water quality segments designated for Water Supply use where the potential exists for the CDOT discharge to impact their use; or

f) Water quality segments designated by federal or state agencies as Threatened or Endangered Species Habitat.

- I recommend that existing water quality conditions in the project area be established by, at a minimum, researching the sensitive waters parameters above to ensure that all sensitive resources are evaluated thoroughly in the impacts analysis and to ensure project compliance, especially over time, with CDOT's MS4 permit. If such research has already been completed, please clarify that in the text, including outcomes of research for each parameter;
- Section 3.13.3 suggests that the CDOT post-construction program sensitive waters criteria will determine if the project is a significant highway modification requiring permanent BMPs. CDOT's MS4 permit, Post-Construction Program, already defines significant as any highway modification that disturbs greater than or equal to one acre, Part I.B.1.b.1);
- The final paragraph in Section 3.13.3 seems to be describing Lakewood's MS4 permit. The project will need to comply with all applicable permits, including Lakewood's MS4, CDOT's MS4, possibly Jeffco School District's MS4 (you mentioned public schools in the project area; depending on project specifics, we

may be triggering Jeffco School District's MS4).

- I am going to throw in some general comments, so my expectations with respect to the process and documents are clear as we move forward: please make sure that the information is consistent within and between document sections; please make sure that the information is objective, with references cited; please make sure that information from other document sections that may be relevant to the water quality existing conditions discussion or the water quality piece of the impacts analysis is included in the water quality section (e.g., if the LUST sites identified are impacting water quality, they should be discussed in the water quality section as part of establishing existing conditions; if the LUST sites are addressed through the project's proposed alternative(s) and the remediation changes transport mechanisms to either address existing impacts to water quality or causes new impacts to water quality, this needs to be discussed as part of the water quality impacts analysis; basically, the reader should not have to search through haz. mat., wetlands, appendices, etc. to understand, comprehensively, what is going on with water quality now and as a potential result of proposed alternatives.)

EA Streamlining Process

I am just starting in CDOT's NEPA process so do not yet have enough experience to offer streamlining suggestions. I can tell you I really appreciated the scoping

meeting format. Having all the natural resources representatives together for scoping discussions really promotes a broader, larger-scale resource management

approach which I think should be a priority, even in (and, perhaps, especially in) an ultra urban environment. Thanks!

Please let me know if you have questions. Thanks for the opportunity to provide input.

Tammy Allen
CDOT Water Quality Program
303-757-9481
tamara.allen@dot.state.co.us

Whorton, Mandy/DEN

From: Oppermann, Francis (Yates) [Francis.Oppermann@dot.state.co.us]
Sent: Wednesday, August 01, 2007 10:15 AM
To: Whorton, Mandy/DEN
Cc: Webb, Kirk
Subject: RE: US 6 and Wadsworth Agency Scoping Meeting

Mandy,

I spoke with Kirk about my attendance. My areas of responsibility these days are 4(f) non-historic and public participation (Purpose and Need as well, but that is not part of the scoping meeting. There does not appear to be any non-historic 4(f) resources that are likely to be impacted/used by this project, and Kirk and I will discuss public participation separate from the scoping meeting. Therefore, I do not plan on attending on the 16th.

F. Yates Oppermann
Environmental Planning Specialist
Colorado Department of Transportation
4201 E. Arkansas Ave., Shumate Bldg
Denver, CO 80222
(303) 757-9497

I'm Still Learning --Michaelangelo

From: Fawn.Friend@CH2M.com [mailto:Fawn.Friend@CH2M.com] **On Behalf Of** Mandy.Whorton@CH2M.com
Sent: Wednesday, July 25, 2007 5:10 PM
To: Oppermann, Francis (Yates)
Subject: US 6 and Wadsworth Agency Scoping Meeting

Sent on behalf of Seyed Kalantar, Project Manager for Colorado Department of Transportation:

Please find the attached invitation to the Colorado Department of Transportation agency scoping meeting for the US 6 and Wadsworth Environmental Assessment on August 16, 2007. We look forward to seeing you at the meeting. Please refer to the attached letter for meeting details. The letter is also being mailed in hard copy.

Sincerely,
Mandy Whorton
CH2M HILL
Environmental Task Manager
9193 South Jamaica Street
Englewood, CO 80112
720-286-5239

9/12/2007

From: Rigiroszi, David W [mailto:David.W.Rigiroszi@hud.gov]
Sent: Wednesday, September 26, 2007 8:27 AM
To: Whorton, Mandy/DEN
Subject: RE: US 6 and Wadsworth Environmental Assessment_reply_092607

Hi, Mandy,

I disseminated the scoping materials within the HUD Region 8 Office and no managers indicated any special comments. Officially, we do not have any comments at this time. Please continue to keep us on your contact list.

Sincerely,

DAVID W. RIGIROZZI
Field Environmental Officer

*U.S. Department of Housing and Urban Development
Region VIII Office
25th. Floor, 8ADE
1670 Broadway Street
Denver, CO 80202-4801
303.672.5016 (voice)
303.672.5150 (fax)
david.w.rigiroszi@hud.gov*

From: Mandy.Whorton@ch2m.com [mailto:Mandy.Whorton@ch2m.com]
Sent: Monday, September 10, 2007 9:35 PM
To: Rigiroszi, David W
Subject: US 6 and Wadsworth Environmental Assessment

Good afternoon,

I am writing to follow up on scoping information I dropped off for you for the US 6 and Wadsworth Environmental Assessment. We held agency scoping meetings on August 16, and you did not attend. I wanted to be sure that you didn't have any comments that you wanted to provide to help us define the scope of issues to be analyzed in the EA or provide any input into environmental analysis methodologies. Feel free to call or email with any questions. For our records, could you:

Confirm that you received the scoping materials ___ (Y/N)
Confirm that you have no comments at the time ___ (Y/N)
Confirm that you do/do not want to continue to be on our contact list.

Thank you very much,
Mandy Whorton

CH2M HILL
9193 South Jamaica St
Englewood, CO 80112
720-286-5239 (CH2M HILL office)
303-886-6258 (cell)
mwhorton@ch2m.com

Whorton, Mandy/DEN

From: JOE SCHIEFFELIN [jschieff@smtpgate.dphe.state.co.us]
Sent: Tuesday, September 11, 2007 8:13 AM
To: Whorton, Mandy/DEN
Subject: Re: US 6 and Wadsworth Environmental Assessment

Mandy, Yes I received the scoping materials, no I have no comments at this time, and yes I would like to be taken off of your contact list.

Thanks, Joe Schieffelin

>>> <Mandy.Whorton@ch2m.com> 09/10/07 9:34 PM >>>
Good afternoon,

I am writing to follow up on scoping information I sent to you for the US 6 and Wadsworth Environmental Assessment. We held agency scoping meetings on August 16, and you did not attend. I wanted to be sure that you didn't have any comments that you wanted to provide to help us define the scope of issues to be analyzed in the EA or provide any input into environmental analysis methodologies. Feel free to call or email with any questions. For our records, could you:

Confirm that you received the scoping materials ___ (Y/N)
Confirm that you have no comments at the time ___ (Y/N)
Confirm that you do/do not want to continue to be on our contact list.

Thank you very much,
Mandy Whorton
CH2M HILL
9193 South Jamaica St
Englewood, CO 80112
720-286-5239 (CH2M HILL office)
303-886-6258 (cell)
mwhorton@ch2m.com <blocked::mailto:mwhorton@ch2m.com>

Whorton, Mandy/DEN

From: David.Beckhouse@dot.gov
Sent: Tuesday, August 14, 2007 7:57 AM
To: Whorton, Mandy/DEN
Subject: RE: US 6 and Wadsworth Environmental Assessment Scoping Meeting - August 16

I have received it. I don't think I will have time to attend. Please send me a copy of the EA when its released or let me know if there is any anticipated impact to the LRT station at 13th and Wadsworth.

From: Mandy.Whorton@CH2M.com [mailto:Mandy.Whorton@CH2M.com]
Sent: Monday, August 13, 2007 2:02 PM
To: Beckhouse, David <FTA>
Subject: US 6 and Wadsworth Environmental Assessment Scoping Meeting - August 16

Hi Dave,

I dropped off some background information for you at the front desk of your office on Thursday about the US 6 and Wadsworth Boulevard Environmental Assessment. Did you receive the information? Do you think you will attend the meeting?

Thanks

Mandy

Mandy Whorton
CH2M HILL
9193 South Jamaica St
Englewood, CO 80112
720-286-5239 (CH2M HILL office)
303-886-6258 (cell)
mwhorton@ch2m.com

Whorton, Mandy/DEN

From: clay.brown@state.co.us
Sent: Tuesday, September 11, 2007 6:16 AM
To: Whorton, Mandy/DEN
Subject: Re: US 6 and Wadsworth Environmental Assessment

Mandy; thank you. Yes I did receive the material and please keep me on the list. I have no comments at this time. Clay -----Original Message-----
From: <Mandy.Whorton@ch2m.com>

Date: Mon, 10 Sep 2007 21:25:29
To: <clay.brown@state.co.us>
Subject: US 6 and Wadsworth Environmental Assessment

Good afternoon,

I am writing to follow up on scoping information I sent to you for the US 6 and Wadsworth Environmental Assessment. We held agency scoping meetings on August 16, and you did not attend. I wanted to be sure that you didn't have any comments that you wanted to provide to help us define the scope of issues to be analyzed in the EA or provide any input into environmental analysis methodologies. Feel free to call or email with any questions. For our records, could you:

Confirm that you received the scoping materials __ (Y/N)
Confirm that you have no comments at the time __ (Y/N)
Confirm that you do/do not want to continue to be on our contact list.
Let me know if there is someone else that we should contact instead of you.

Thank you very much,

Mandy Whorton
CH2M HILL
9193 South Jamaica St
Englewood, CO 80112
720-286-5239 (CH2M HILL office)
303-886-6258 (cell)
mwhorton@ch2m.com <BLOCKED::mailto:mwhorton@ch2m.com>

Whorton, Mandy/DEN

From: Henderson, Vanessa [Vanessa.Henderson@dot.state.co.us]
Sent: Wednesday, September 12, 2007 7:51 AM
To: Whorton, Mandy/DEN
Subject: FW: 6th/Wadsworth EA Scoping Follow-Up

From: Graves, Zac
Sent: Wednesday, September 12, 2007 7:31 AM
To: Henderson, Vanessa
Subject: RE: 6th/Wadsworth EA Scoping Follow-Up

[No comments at this time.](#)

-Zac

From: Henderson, Vanessa
Sent: Wednesday, September 12, 2007 7:13 AM
To: Bakeman, Sharleen; Beckham, Brad; Boyce, Tom; Curtis, Cathy; Jepson, Daniel; Schoch, Lisa; Willard, Richard; Graves, Zac
Subject: 6th/Wadsworth EA Scoping Follow-Up

Hey Everyone -

I am writing to follow up on scoping information that CH2M HILL sent to you for the US 6 and Wadsworth EA. As you are aware, agency scoping meetings were held on August 16th. We want to be sure that you don't have any comments to provide to help us define the scope of issues to be analyzed in the EA or provide any input into environmental analysis methodologies.

For our records, could you:
Confirm that you have no comments at the time __ (Y/N)

We would like to have written documentation if you have no comments at this time to aid in the streamlining process. Replying to this email is fine. If you do have comments that you would like to provide on any of the information that was provided to you, please get those in ASAP.

Feel free to contact me with any questions. Thanks for your help!

Vanessa Henderson
NEPA Specialist
Colorado Department of Transportation
4201 East Arkansas Avenue, Shumate Building
Denver, Colorado 80222
Phone: (303) 757-9794
Fax: (303) 757-9445

9/12/2007

US 6 Wadsworth Comment Report - Project Start through August 31, 2007

Last Name Anderson
Comment Prefer meetings that verbally share info to the group. The wander around format is a bit intimidating. First I need information then I can ask questions. More communitions to neighbors.
FirstName Doug
Date 8/22/2007
Comment Type Written Comment Form

All Comment Subjects Listed Under Contact

Other

Last Name black
Comment I am William black. I am the owner of [REDACTED]. I am concerned that my property will be used to make room for an off ramp to exit 6th ave. Noise levels are already too high. From my house it is nearly impossiable to travel south on wads without high risks of accidents. I definately think this area needs attention. there definately needs to be a light at Highland st. and Wadsworth, and a median also needs to be at this same location. Mainly because of Northbound trafic crossing Wads into the bussiness' west of Highland st. this area is extremely dangerous for drivers. I am also concerned that my house will be closer to traffic than it allready is, because of dust levels, polution levels, and noise levels. Also there are several trees along my property that would have to be removed that shade my property and block unwanted surroundings. (signs, sound wall ect.) If this property was used to make room for an exit my property value would be destroyed. please take into consideration the things I have mentioned. They are very important to my neighbors and myself. Thankyou, William Black.
FirstName william
Date 8/28/2007
Comment Type Web Entry

All Comment Subjects Listed Under Contact

General Inquiry
Traffic
Safety
Bicycle/Pedestrian Issues
Land Use
Noise
Air Quality
Hazardous Materials and Wastes
Water Resources/Quality
Right of Way
Property Aquisition
Driveways
Neighborhood Access
Other

Last Name Breckenridge

Comment

FirstName Mary

Date 8/2/2007

Comment Type Verbal

Ms. Breckenridge left a phone message with Ms. Roberts on 8/1/07 stating she had received the information and invitation to the 6/WW public meeting. She lives at [REDACTED], and wants to know will the project affect their home. Her phone number is [REDACTED]. Ms. Roberts returned her call on 8/2/07 and left a message stating that we do not yet know which properties may be affected. We are currently gathering data and collecting input on important issues to be studied, and have not developed any design options at this time. Later this year, we will be developing alternatives, and we will show those options to the public, at which time, she will be able to see which properties may be affected.

All Comment Subjects Listed Under Contact

Property Aquisition

Last Name Bryan

Comment

FirstName Edie

Date 8/22/2007

Comment Type Written Comment Form

I am part of "Transit West".

1. Planning horizon should be long - 50 years if possible. Definitely not 22 years to year 2030.
2. Must have pedestrians and bicycle and handicap access. No Berlin walls separating north-south, nor east-west. All the way from existing paths and sidewalks to lite rail station at 13th & Wadsworth.
3. The connenctions with FasTracks lite rail and bus service.
4. Also, plan for eventual lite rail on Wadsworth as part of lite rail NEXTRACKS which is after FASTRACKS. Don't plan on bridges falling down before that like Minneapolis. If you plan bridges/overpasses to accommodate lite rail, it will happen sooner. And this will alleviate some traffic congestion.
5. Design for drainage improvements not staus quo. Possibly get dollars for that from Urban Drainage.
6. Interface with adjoining neighborhoods and businesses is important. Do creative design with sound walls, landscaping, graffiti prevention, etc.
7. Safety is paramount for all - residents, pedestrians, drivers, bicyclists.

All Comment Subjects Listed Under Contact

Public Involvement Process

Safety

Bicycle/Pedestrian Issues

Land Use

Community Issues

Air Quality

Transit

Other

Last Name Bryan

Comment

FirstName Edie

Date 8/22/2007

Comment Type Written Comment Form

Assess jobs in the corridor. At the time of the West Corridor MIS (mid-nineties) there was an analysis of major employment centers in Denver Metro Area. Downtown Denver and Tech Center were biggest employers but Wadsworth in its entirety from Martin Marietta to Front Range Community College and Jeffco Airport (now Rocky Mtn Airport). The whole Wadsworth corridor had a total employment greater than downtown Denver. This was primarily small businesses. Make plans to keep and augment this economic vitality and enable employees and customers to get to these places.

All Comment Subjects Listed Under Contact

Economic Issues

Last Name Cope	Comment	Mr. Marlis Cope left a message with Mr. Seyed Kalantar on August 6, 2007 regarding the possible effect of the EA on his veterinarian hospital front parking spaces.
FirstName Marlis		
Date 8/6/2007		Mr. Kalantar called the veterinarian hospital and spoke with a member of the staff there. Mr. Kalantar explained that since CDOT is just beginning the EA, we cannot predict what will happen. Mr. Kalantar invited the business to attend the August 21, 2007 public scoping meeting to provide feedback on the study. Mr. Kalantar also encouraged the business to visit the website www.us6wadsworth.com for updated information.
Comment Type Verbal		

All Comment Subjects Listed Under Contact

Right of Way

Last Name Edwards	Comment	I live at [REDACTED] [REDACTED]. Traffic on Highland is generally too fast for children's safety. Also, exiting Highland to Wadsworth (especially making a left to go Southbound) is difficult and sometimes dangerous. We would be in favor of closing Highland at Wadsworth to create a cul-de-sac. Currently we take Vance to 9th to Teller to 10th to use the stoplight at 10th & Wadsworth to go South on Wadsworth. We also take 10th to Teller to get home fairly often to avoid making the left across traffic from Wadsworth to Highland.
FirstName Kenny		
Date 8/26/2007		
Comment Type Web Entry		Finally, thank you for the meeting last week. It was very informative.

All Comment Subjects Listed Under Contact

Neighborhood Access

Last Name Farrar-Nagy	Comment	1. Critical opportunity to design and implement project for safe pedestrian crossing of 6th Avenue along Wadsworth as well as across Wadsworth, especially for schools at 10th Ave.
FirstName Sara		2. Critical opportunity to design and implement project for safe connections to nearby established bicycle routes for crossing at 6th Ave.
Date 8/22/2007		3. Any noise abatement should be implemented with a high level of noise absorptivity (vs. reflectivity).
Comment Type Written Comment Form		4. If project goes forward, construction should be very carefully coordinated with RTD West Corridor project to prevent simultaneous choking of traffic during construction on Sheridan, Wadsworth, Garrison & Kipling.
		5. Consider future development and future Two Creeks Park and associated traffic per new Lakewood TMU Zoning.

All Comment Subjects Listed Under Contact

Bicycle/Pedestrian Issues

Noise

Other

Last Name Farrar-Nagy

FirstName Sara

Date 8/16/2007

Comment Type Web Entry

Comment

On this page:
<http://www.dot.state.co.us/us6wadsworth/meetings.cfm>

You say:
"July 21, 2007 – Two Creeks Neighborhood Association Board Meeting "

Please correct this to:
"July 21, 2007 – Two Creeks Neighborhood Organization Board Meeting "

Thank you

All Comment Subjects Listed Under Contact

Other

Last Name Fleming

FirstName Glennys

Date 8/27/2007

Comment Type Web Entry

Comment

1. Sidewalks on Wadsworth
2. Noise from 6th Ave.
3. Don't open 8th Ave to Wadsworth

All Comment Subjects Listed Under Contact

Bicycle/Pedestrian Issues

Last Name Garcia

FirstName Diana

Date 8/22/2007

Comment Type Written Comment Form

Comment

would like to see access to service road when getting on 6th Ave. At this time you must take 5th Ave to find service road.

All Comment Subjects Listed Under Contact

Land Use

Property Aquisition

Last Name Hasfjord
Comment I wish to become involved in the development of this project.
FirstName Kathi
Date 8/22/2007
Comment Type Written Comment Form

All Comment Subjects Listed Under Contact

Public Involvement Process
Traffic
Safety
Land Use
Noise
Property Aquisition
Neighborhood Access
Transit

Last Name Hasfjord
Comment I am with the Two Creeks Neighborhood Organization (6th Avenue/Wadsworth/Colfax/Sheridan). Please put my email address in your system to include me on information being sent out regarding updates on your project. Thanks.
FirstName Kathi
Date 8/19/2007
Comment Type Web Entry

All Comment Subjects Listed Under Contact

Traffic
Safety
Land Use
Community Issues
Noise
Right of Way
Neighborhood Access
Transit

Last Name Heckle
Comment Mr. Heckle called Mr. Kalantar to ask about the traffic light work that the City of Lakewood is currently working on. He wanted to know if that is part of the US 6 / Wadsworth EA, and he did not want to wait until the August 21 public meeting to talk about the issue. Mr. Kalantar replied that it is not part of the EA study, but that the EA team is aware of the City's project. Mr. Heckle noted that he is an active member of the Alameda Gateway Association, and that he will be involved in the EA process.
FirstName Ed
Date 7/26/2007
Comment Type Verbal

All Comment Subjects Listed Under Contact

Traffic

Last Name Kane
Comment add to mailing list
FirstName Dick
Date 8/29/2007
Comment Type E-Mail

All Comment Subjects Listed Under Contact

Other

Last Name Knobel
Comment How does the study boundary effect individual property owners? How wide will the corridor need to be to move traffic? All property owners within Study Area need to be identified, notified and told "your property will be affected by takings". City of Lakewood doesn't have to notify individual property owners, they're not nice!! How will you communicate to property owners? Will you tell them the facts - properties to be taken? Notify every property owner within study area. Neighborhood Orgs don't have resources to do it and aren't doing it.
FirstName Kathy
Date 8/22/2007
Comment Type Written Comment Form
Why does the study area extend only to 3rd Ave. The corridor should connect City of Lakewood's Belmar, Civic Center, Lakewood Commons. Short sighted planning.
Wadsworth should be major traffic corridor - flow of traffic most important. Restricted access should be beneficial to this end. Traffic flow should go from mass transit - light rail to City Center in Lakewood.

All Comment Subjects Listed Under Contact

Public Involvement Process

Traffic

Land Use

Air Quality

Right of Way

Property Aquisition

Neighborhood Access

Last Name Koclanes

Comment

FirstName George Peter

Date 8/30/2007

Comment Type Letter

Olympia Investments, LTD.
5565 East Yale Avenue, Suite No. 3
Denver, CO 80222
(303) 691-0263

Dear Ladies and Gentlemen:

I am President of Olympia Investments Ltd. Olympia is owner and landlord of the commercial real property and improvements thereon located at [REDACTED] (the "Property"). The Property is located generally at the Northwestern corner of the existing highway cloverleaf intersection at US 6 and Wadsworth Blvd. Olympia has owned the property for several years.

The Property consists of approximately [REDACTED] square feet or [REDACTED] acres of land, as well as two free-standing buildings and related improvements. The first building is long and rectangular, and contains approximately [REDACTED] square feet of space. The second building is a more square rectangular shape, and contains approximately [REDACTED] square feet of space. Both buildings are fully leased by four commercial businesses. The first building is occupied by [REDACTED]. The second building is occupied by [REDACTED]. The buildings are surrounded by limited parking spaces that are used by the four businesses and their customers.

The Property has a premium location and currently enjoys excellent and unobstructed visual exposure to automobile, bus, and truck travelers on both US 6 and to Wadsworth Blvd, as well as to the frontage road along US 6. The Property also enjoys excellent automobile and truck ingress and egress to both US 6 and to Wadsworth Blvd., as well to the frontage road along US 6. Importantly, the Property's visual exposure and easy on-and-off access to these roadways, the footprint and land size of the Property, the location of the two buildings, and the surrounding parking spaces have been highly prized by the various commercial tenants who have rented the spaces at the Property over the years, and have directly contributed to rental rates and to the valuation and worth of this Property. Further, Olympia has considered in the past, and continues to consider, various plans to construct new and/or to expand the existing buildings on the Property.

My son, Peter G. Koclanes, and I attended the Public Scoping Meeting at the Clements Community Center on August 21, 2007. We listened with great interest to the various presentations by Randy Furst, Tim Eversoll, Mandy Whorton, and others about the possibility of a roadway construction project taking place in the future at US 6 and Wadsworth Blvd. We also spoke with many of these individuals, as well as others, following the presentations.

While we are pleased that members of the public are being invited to comment on the potential construction project, we do have a number of concerns. Specifically, Olympia has owned the Property for several years. Olympia plans to own this Property for "the long term." Under the circumstances, we would not be in favor of any construction project that requires Olympia to lose any portion of the Property, through condemnation or otherwise. In addition, the Property has limited parking spaces. Thus, the loss of any portion of the Property, and consequently any of the parking spaces, would adversely affect the Property. Further, any loss of any portion of the Property would adversely affect our ability to complete the expansion and new construction that Olympia is contemplating at the Property.

Further, we would not be in favor of any construction project that adversely affects the Property's visual exposure and easy on-and-off ingress and egress to the roadways, the footprint and land size of the Property, the location of the two buildings, the completion of expansion and new construction that Olympia is contemplating at the Property, the surrounding parking spaces, the rental rates, or the valuation and worth of our Property. We also have concerns related to pedestrian issues, transportation, driveway and ingress/egress into and out of the Property, land use, noise, rights-of-way along the adjoining roadways, safety, and traffic. Furthermore, as a ditch runs along the west portion of the Property, we have concerns about how any construction might affect water, hazardous materials/wastewater/floodplain, drainage, and soils issues.

All of this being said, we are open- and fair-minded property owners. We would welcome the opportunity to sit down and meet with you to discuss any aspect of the potential construction project and how it might affect our Property. Please feel free to contact me at the above-listed telephone number and address so that we may arrange a meeting to discuss this further. Going forward, I would appreciate your keeping us informed and involved in this project by sending communications to me at the above-listed address. In addition, I would also ask that you would also send communications and correspondence to my son Peter G. Koclanes at [REDACTED]. Peter's email address is [REDACTED]. Finally, please send Peter an e-mail confirming that you received this letter.

Thank you in advance for your consideration on these important issues. We look forward to working with you on them.

Very truly yours,

Olympia Investments, Ltd.
George Peter Koclanes
President

All Comment Subjects Listed Under Contact

Property Aquisition

Last Name	Koclanes	Comment	Add to mailing list
FirstName	Peter G.		
Date	8/30/2007		
Comment Type	Letter		

All Comment Subjects Listed Under Contact

General Inquiry

Last Name	Kontnik	Comment	Mr. Kontnik emailed to 6th & Wadsworth: Dear Sirs; I am not sure that this is the correct address that this should be sent to. I attended the 6th Ave & Wadsworth meeting on Tues. Aug 21 and would like to follow up with some ideas. If this is not the correct place would you please forward the info to the correct address. Below are listed some of my concerns reading the 6th & Wadsworth interchange #1 Noise, noise, and noise. Both 6th Ave and Wadsworth are both noisy at the present time and will continue to get louder and louder in the future. Some sort of barrier system will be needed. #2 Large trucks using 4th and 5th Ave. as alternate routes when traffic is congested. Even though is is posted that no vehicles over 7000 lbs empty weight are allowed no one seems to pay attention. #3 Pollution, with increased traffic comes increased pollution. #4 Traffic lights. It seems that there are too many traffic lights on Wadsworth going south. There are four (going from 6th south to Alameda.) This makes traffic flow a non-flow during heavy traffic. Sincerely, John Kontnik
FirstName	John		
Date	8/22/2007		
Comment Type	E-Mail		

All Comment Subjects Listed Under Contact

General Inquiry

Last Name Kontnik

FirstName John

Date 8/23/2007

Comment Type Written Comment Form

Comment

The top three concerns have got to be #1 Noise, #2 Noise, #3 Noise.
Both 6th Ave and Wadsworth are noisy at the present time and will continue to get louder and louder in the future. Some sort of barrier system will be needed.
Large trucks using 4th and 5th Ave as alternate routes when traffic is congested.
Even though at the entrance to W 4th Ave. off of Wadsworth there is a sign stating no vehicles over 7000# empty weight. No one pays attention to this.
With increased traffic comes increased pollution.
There are too many traffic lights on Wadsworth going south (there are four going from 6th south to Alameda). This makes traffic flow a non-flow during heavy traffic.

All Comment Subjects Listed Under Contact

Air Quality

Last Name Meyers

FirstName Jean

Date 8/22/2007

Comment Type Written Comment Form

Comment

We need a noise abatement wall from Wadsworth to Kipling.

All Comment Subjects Listed Under Contact

Noise

Last Name Moyano

FirstName Myron

Date 8/23/2007

Comment Type Web Entry

Comment

Realtive to type of interchange to be established at the intersestion of 6th & Wadsworth, I believe that the "diamond" type of interchange would be in the best interest. This would increase the length of the de-acceleration lanes and acceleration lanes, which is sorely needed for eastbound traffic coming off northbound Wadsworth. The "cloverleaf" interchange is outdated, and was only put in place due to that old lady who was living in the NW quadrant of the interchange and wouldn't sell her house. She wasn't ready to cave in to the former Colorado Department of Highways.

All Comment Subjects Listed Under Contact

Other

Last Name Nichols

Comment

I was orginally contacted by Colleen Roberts to present at Two Creeks Neighborhood Organization.

FirstName Maddie

We (TCVO) have been very involved in RTD West Corridor EIS keeping bike paths and pedestrian walkways safe and existing. If this project is developed better kiker and pedestrian access along the Wadsworth corridor is greatle needed.

Date 8/22/2007

Timing of construction with RTD construction on Sheridan, Wadsworth, etc. need to be coordinated so north-south corridors are not all cut off at the same time.

Comment Type Written Comment Form

Present noise walls from Sheridan to Wadsworth. The way things are presently constructed reflects sound to higher ground level houses to north. Need to be more aware of land contours and reflective sound noise with this projec.t

All Comment Subjects Listed Under Contact

Bicycle/Pedestrian Issues

Noise

Other

Last Name Ott

Comment

Own one acre at Wadsworth, Highland and Emerald Lane. Interested in developing the site for its highest and best use. Time is a consideration as to the limitation on the property.

FirstName Richard

Date 8/22/2007

Comment Type Written Comment Form

All Comment Subjects Listed Under Contact

General Inquiry

Land Use

Historic Properties

Water Resources/Quality

Right of Way

Property Aquisition

Last Name Pfitzer

Comment

I live at [REDACTED], I get on Wadsworth from the East on Highland. I live [REDACTED]

FirstName Dennis

Date 8/22/2007

Comment Type Written Comment Form

1. Noise is a big issue to me. I live right on the 66 db contour. Please carry noise control thru the intersection.

2. Access. It is difficult to turn right onto Wadsworth. Traffic and center lane interference, U turns, etc.

Walking across Wadsworth is impossible. Walking parallel on Wadsworth under 6th is touch and go.

3.Merging into 6th Ave is a near death experience.

4. Hurry - sooner the better!

Temporary issues - I think you will do the right things on the final design. In the meantime, consider longer merge lanes from Wadsworth onto 6th Ave. More "T" barriers on the ramps to alleviate tire noise. Turning left or right at Highland and Wadsworth is very difficult. I to to 10th & Wadsworth - I could use a few more seconds on the 10th Street light. A few subtle changes in traffic control on Wadsworth 2 blocks either way from 6th would help. There is a lot of u-turns right at Highland. If I want to go east on 6th, I go down the service road to Sheridan and get onto 6th. Might not be faster, but less stressful. Thanks.

All Comment Subjects Listed Under Contact

Traffic

Safety

Noise

Neighborhood Access

Last Name Purcell
FirstName John & Susan
Date 8/30/2007
Comment Type Web Entry

Comment

We would like to see better and safer access for bicyclists and pedestrians along Wadsworth and also a safe way to cross 6th Ave on Wadsworth.

We do not want access from Wadsworth to 8th Ave or Westview on the west side of Wadsworth.

We would like sound barriers on 6th Ave from Wads to Kipling.

A natural sound barrier (trees) or wall along Wadsworth where there are residential areas.

All Comment Subjects Listed Under Contact

Traffic
Safety
Bicycle/Pedestrian Issues
Land Use
Noise

Last Name Riehle
FirstName Patrick
Date 7/26/2007
Comment Type Web Entry

Comment

I think that the US 6 and wadsworth blvd. interchange is fine. Honestly in the state of Colorado you do not see any cloverleaf interchanges. Coming from California, you see these all over the place and I think they work much better than the diamond interchanges. I am disappointed at how they are rearranging the interchange on speer blvd. to be able to access the stadium easier. That left hand turn onto speer seems to get longer and longer every day always backing up the freeway on I-25. I was also wondering why Colorado does not take advantage of the "freeway entrance" signs. I think it would create an easier way of actually knowing where the entrance is rather than just interstate or US highway signs pointing to the left or right, it can be very confusing and sometimes people do not even know they are getting onto the freeway until they come right up to almost turning and then they make quick maneuvers to try and avoid it. What about putting signs on the pavement too like "25 FWY Only" or something along those lines. Just wondering thanks!!

All Comment Subjects Listed Under Contact

General Inquiry

Last Name Schoch
FirstName Ray
Date 8/21/2007
Comment Type Web Entry

Comment

The word "desperately" is probably too strong a term to use, but this is an intersection/interchange that definitely is far beyond its designed capacity, as is Wadsworth from approximately 1st Avenue to Colfax Avenue.

First and foremost, the interchange is not safe. It is not safe for drivers on Wadsworth, who have to deal with curves of too-sharp a radius to negotiate, and then completely inadequate acceleration space, when trying to merge with traffic on 6th Avenue. Unless one is driving a late-model race car with plenty of horsepower and wide, sticky tires to apply that horsepower to the pavement, merging with 6th Avenue traffic always an adventure, and frequently a hazardous one. Blue-haired ladies I've overheard at the meeting tonight (August 21) seem adamant that the "only" solution is to slow traffic on 6th Avenue down to 25 mph. I hope no one at CDOT will give that suggestion serious consideration.

In somewhat similar fashion, drivers on 6th Avenue are confronted with sharply curved and inadequately-banked exits requiring them to slow from 65 mph to 25 mph in the length of the bridge over Wadsworth. VERY good brakes are required, and there had better not be anyone behind you who's trying to accelerate to match existing 6th Avenue traffic speeds. I don't know the figures, but I'm not suprised by the assertion I heard tonight that this interchange has the highest accident rate in Lakewood. If the deceleration and cloverleaf curve are successfully negotiated, there's still the serious problem of merging with Wadsworth traffic when there's, once again, only the space of a bridge length in which to do so. Sideswiping is probably common in this context, though I've managed to avoid it myself.

So, it's dangerous for drivers entering or exiting 6th Avenue, and it's dangerous for drivers entering or exiting Wadsworth FROM 6th Avenue.

From 1st Avenue north to Colfax, Wadsworth is a nightmare for drivers who need to turn left, or even worse, simply cross Wadsworth. I've waited as long as 5 minutes, through multiple traffic signal cycles, attempting a left turn from westbound 13th Avenue onto southbound Wadsworth. Having no interest in suicide, I've eventually given up and made a right turn, then a left into a nearby business, then back out onto southbound Wadsworth, then a right turn onto 13th Avenue. That this is necessary suggests that Wadsworth is carrying more traffic than it was designed to carry.

So, it's not safe for drivers trying to turn left or to cross Wadsworth.

Finally, it's hard to imagine a streetscape that's not some sort of official NASCAR race facility that's more unfriendly to pedestrians and bicyclists than the 6th Avenue/Wadsworth interchange. I'm not nearly as concerned about the gaps in sidewalks along Wadsworth north of 6th Avenue as I am about the human-hostile environment encountered by anyone not in a vehicle when this interchange is reached. High speed traffic in quantity comes at pedestrians and bicyclists from multiple directions, and sometimes simultaneously.

Frankly, I feel fortunate to live far enough away that I don't need to negotiate this interchange at all, other than to pass by (in the left lane) on 6th Avenue on my way downtown. It only takes a couple of morning commutes on 6th Avenue to learn that traffic will slow considerably as it reaches Wadsworth.

So, it's an intersection that's not safe for drivers on 6th Avenue, it's not safe for drivers on Wadsworth, and it's not safe for bicyclists and (especially) pedestrians no matter what direction they're going. Add the issues of the difficulty/hostility of crossing Wadsworth, whether by car or (God forbid) on foot, and there are some very serious problems of access and management to be dealt with here.

All Comment Subjects Listed Under Contact

Bicycle/Pedestrian Issues
Land Use
Other

Last Name Stapleton

FirstName Kathy

Date 8/22/2007

Comment Type Written Comment Form

All Comment Subjects Listed Under Contact

Other

Comment

I would like to see plantings similar to the Kendrick Lakes Park. It has received awards from the Botanic Gardens re the xeriscape plan. Very little water requirement.
Thank you - very informative meeting.

Last Name Stiles

FirstName John

Date 8/22/2007

Comment Type Written Comment Form

All Comment Subjects Listed Under Contact

Noise

Comment

The noise off of 6th Avenue has become ridiculous. It is tome to do something for those of us that live west of Wadsworth. Our tax dollars built the noise abatement walls east of Wadsworth. Now they need to continue at least to Kipling.

Last Name Thaler

Comment

EXTREME NOISE POLLUTION FROM 6th AVE.

FirstName Leda

Date 8/23/2007

Comment Type Web Entry

My house value and quality of life has declined due to the incredibly loud noise from the traffic on 6th Avenue. The speed limit was raised from 55 to 65 mph after I purchased this house in 2001. I am located on [REDACTED] on a slight hill, about [REDACTED] of the highway. The roar of the traffic sounds like a freight train and sometimes as loud as an airplane. It never stops! The motorcycles and semi trucks are the worst! It is so loud I cannot use my patio, my deck, or enjoy being in my yard. I can never keep the windows open to take advantage of a breeze. For the past two years I've had to wear earplugs to sleep, even though I have double paned, insulated windows throughout the house.

Prior to purchasing my home, I was told that CDOT was going to continue installing the noise barrier wall on 6th Ave. where it ends on Wadsworth. That has not happened. I invite CDOT to measure the decibel level at my home, especially during rush hours!

*Have you looked into using rubberized asphalt to absorb more noise? It has worked well in Phoenix on Highway 101 in the West Valley.

Additional sound pollution: as a result of the traffic problems on 6th Ave., TV helicopters fly directly over my house and frequently hover as they report on traffic or accidents. On a normal day, I get two to four helicopters beginning at 6:00 a.m. to report on morning rush hour traffic. They reappear again starting at 4:30 p.m. If there is an accident, they hover in the immediate area for up to an hour, causing non-stop, deafening noise. I have experienced up to eight helicopters flying over my house in one hour on several occasions.

Apparently, my house is under a favorite flight path for military and hospital (Flight for Life) helicopters as well. They fly very low, directly over my property. The reverberating noise adds to the constant traffic noise level I experience. Helicopters fly over as late as 11:30 p.m. With the new St. Anthony West hospital being built, I anticipate even more helicopter noise.

* Is there some way to get them to fly alternate routes instead of directly over my property???

TRAFFIC FLOW

Synchronize the stoplights on Wadsworth! In early 2006 I spoke at length with Tanya at CDOT, as well as Broomfield, Arvada, and Lakewood city personnel responsible for traffic light timing, but nothing has changed. I've had to commute from 5th and Wadsworth to Hwy. 128 and Wadsworth (14 miles) for 19 months to get to my office. NEVER have I made it through more than three traffic signals without having to stop. If they were timed properly, it would save gas, brake wear and tear, and people's tempers/sanity. Please do something about this problem. Driving Wadsworth is a nightmare!

Fasttracks will have a station at Wadsworth and 14th. This will cause even more congestion and traffic delays. Please design that station so that the cars dropping off or picking up people are not interfering with Wadsworth traffic flow. And time the lights properly.

All Comment Subjects Listed Under Contact

Traffic

Noise

Other

Last Name Towan
FirstName Stefan
Date 7/26/2007
Comment Type Verbal

Comment

Mr. Towan called Ms. Roberts at CH2M Hill to discuss the possibility of a portion of his property being acquired for use as a pedestrian facility. He lives at [REDACTED] His property is [REDACTED]. He has fenced off a portion of his property to keep pedestrians from trespassing, but has left a portion of it for pedestrian use so that they won't have to walk in the street. He is interested in having an agency acquire the portion that is used for pedestrians, and having the agency build a true pedestrian facility in place of the social trail that currently exists. He noted that crossing the creek is dangerous right now, and that a culvert with a pedestrian bridge would be a safer condition, especially in icy or slippery conditions. I noted that we would keep his suggestion in mind while looking at alternatives for Wadsworth.

All Comment Subjects Listed Under Contact

Bicycle/Pedestrian Issues
Property Aquisition

Last Name Turner
FirstName Michael
Date 8/22/2007
Comment Type Written Comment Form

Comment

I am most concerned about the traffic (increased), parking (increased and less parking for local residents) and noise to be engendered by the CDOT improvement at 6th Ave and Wadsworth; the RTD station and 1,000 parking space garage and the growth of economic development envisioned by the City of Lakewood along Wadsworth from Alameda to Colfax. A holistic approach with input from the residents of the impacted neighborhoods, City of Lakewood; RTD and merchants (present and public is absolutely imperative! We need to discuss, cuss and have a concensus on the above checked issues.

All Comment Subjects Listed Under Contact

Public Involvement Process
Traffic
Safety
Land Use
Economic Issues
Community Issues
Noise
Air Quality
Ecological Resources
Historic Properties
Hazardous Materials and Wastes
Property Aquisition
Neighborhood Access
Transit

Last Name Wilder
FirstName Marjorie
Date 8/15/2007
Comment Type E-Mail

Comment

Hello,

I am just a Colorado Native and have been working on 9th and Wadsworth for 16 years so here is my personal scoop.

The clover leaf is old and if there is anyway to straighten out access to the highway's for merging purpose that would be terrific.

Drainage sucks at Wadsworth and 6th avenue when it really rains it does not drain quick enough.

Expand Wadsworth from Walmart to Walmart if possible. The conjection to get on to 6th Ave. during the evening hours from 4:00 till 6: 00 is horrible. Christmas time sucks!!!!

Open up Garrison to two lanes if you can that would drop the traffic volume down a lot.

If you are placing in the light rail down 14th Ave. any time while I am still alive -- (about time) you will need to make sure there is no access to the train from Wadsworth and 14th because of the traffic.

There is an automobile accident weekly on Wadsworth between 1st Avenue and 14th Avenue. People have a hard time slowing down and preparing to stop at the light at 10th avenue.

I hope this helps and have a nice day. I can't make it to the lakewood meeting, however, it would be nice if a few of the issues actually get handled.

Marjorie

All Comment Subjects Listed Under Contact

Water Resources/Quality

Last Name Wooster
FirstName Joyce
Date 8/22/2007
Comment Type E-Mail

Comment

Our concern is noise. 6th Avenue has grown so much since we moved to the neighborhood. I was a member of the 6th Avenue committee looking into a noise abatement wall extending past Wadsworth. We live on Dudlet Street, our street registered the highest (85 db) in the whole study done two years ago. Since it is now necessary by law, we are waiting to see what will be done.

All Comment Subjects Listed Under Contact

Noise

Last Name Yehle
FirstName Lynn A.
Date 8/24/2007
Comment Type Written Comment Form

Comment

1. Please include wide bike/ped path along BOTH sides of Wasdworth and separated far enough from street to allow for place to put plowed snow.
2. Properly xeriscapic trees and other plants, in a raised and WATERED median. Avoid problem of Colfax tree die back due to hot pavement.
3. Include bus bay set backs from right traffic lane.
4. Install 100 yr-sized culverts under Wadsworth for Dry Gulch and wide enough at Lakewood Gulch for a ped/bike path along the Gulch some day.

All Comment Subjects Listed Under Contact

Water Resources/Quality