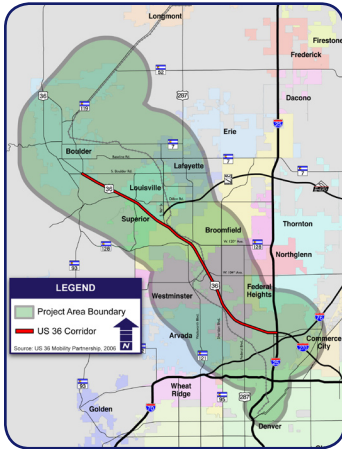




US 36 CORRIDOR
Environmental Impact Statement

U.S. 36 ENVIRONMENTAL IMPACT STATEMENT: COMBINED ALTERNATIVE IDENTIFIED & FINAL ENVIRONMENTAL IMPACT STATEMENT TO BE RELEASED

ABOUT THE U.S. 36 ENVIRONMENTAL IMPACT STATEMENT



Since 2003, the Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD), in conjunction with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), have been studying transportation improvements between Denver and Boulder in the U.S. 36 Environmental Impact Statement (EIS) study.

PUBLIC COMMENTS RECEIVED ON U.S. 36 DRAFT ENVIRONMENTAL STATEMENT

The project solicited public input on the Draft EIS in 2007 with a formal comment period and three public hearings. Public comments received expressed interest in a transportation solution that minimizes community and environmental impacts and minimizes project cost, while providing increased mobility improvements throughout the U.S. 36 corridor.

PROCESS TO IDENTIFY A PREFERRED ALTERNATIVE

In order to respond to public and jurisdiction comment, a U.S. 36 Preferred Alternative Committee (PAC), a 21-member group comprised of agency representatives, elected officials and technical staff from local jurisdictions, was convened. The purpose of the PAC has been to identify the Preferred Alternative for inclusion in the U.S. 36 Final EIS. The U.S. 36 PAC members represent the following jurisdictions and agencies:

- Adams County
- Boulder County
- Jefferson County
- City & County of Denver
- City & County of Broomfield
- City of Westminster
- City of Louisville
- City of Superior
- City of Boulder
- Federal Highway Administration
- Federal Transit Administration
- Colorado Department of Transportation
- Regional Transportation District
- U.S. Army Corps of Engineers
- 36 Commuting Solutions

The U.S. 36 PAC considered public comment received, evaluated corridor elements, and in July 2008, recommended a multi-modal transportation solution known as the 'Combined Alternative' to be advanced through the National Environmental Policy Act (NEPA) process. The 'Combined Alternative' includes both transit and highway

improvements that are responsive to the public and provide long-term transportation benefits. Pending additional analysis, it is intended that the 'Combined Alternative' will be identified as the Preferred Alternative in the U.S. 36 Final EIS.

COMBINED ALTERNATIVE

The following outlines the components of the multi-modal transportation recommendation currently being evaluated and advanced through the NEPA process in the U.S. 36 Final EIS:

TRANSIT

- Ramp and side-loading stations supported by parking facilities and local transit services, with specific premium components to support Bus Rapid Transit (BRT) operations.
- BRT Access to Table Mesa station that reduces transit travel time by transitioning the new managed lane to a General Purpose Lane at a point west of Cherryvale Road.

MULTIMODAL

- One buffer-separated managed lane in each direction of U.S. 36 from Pecos Street to the Table Mesa/Foothills Parkway interchange. The existing reversible managed lane operations will be maintained on U.S. 36 from Pecos to Interstate 25.
- Access to the new managed lanes will have separate, at-grade buffer openings between each interchange for entering and exiting traffic.
- The managed lanes will operate similar to the I-25 Express Lanes, providing free access for buses and High Occupancy Vehicles (HOV), while requiring single-occupancy users to pay a fee. Tolls will be higher in peak drive times to ensure a congestion-free trip for managed lanes users.

HIGHWAY

- Ramp-to-Ramp auxiliary lanes for most segments of U.S. 36 from McCaslin Boulevard to I-25.
- One new continuous eastbound general-purpose lane from Sheridan Boulevard to I-25.
- One new climbing lane in each direction of U.S. 36 (westbound begins at McCaslin Boulevard; eastbound begins at Table Mesa) to the top of Davidson Mesa.

BIKEWAY

- Implementation of a Denver to Boulder bikeway, encouraging connections to streets, trails and new developments in partnership with local governments.

U.S. 36 EIS SCHEDULE

PHASE	2009												FUTURE		
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
Prepare FEIS	■														
Public Review								■							
Record of Decision									■	■	■				
Identify Funding	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
Final Design & Construction													■	■	

NEXT STEPS

Public Meetings: Corridor-wide public meetings will be held in April 2009 to share information about the Preferred Alternative. At these meetings you will learn about all multi-modal transportation and transit improvements, and potential impacts.

- **WEDNESDAY, APRIL 1st, 2009** – Westminster City Park Recreation Center, 10455 Sheridan Blvd., Westminster, CO 80020
- **WEDNESDAY, APRIL 8th, 2009** – Boulder Public Library, Main Branch, 1000 Canyon Blvd., Boulder, CO 80302
- **THURSDAY, APRIL 9th, 2009** – The Global Leadership Academy, 7480 Conifer Rd., Denver, CO 80221 (Adams County)

Schedule for all public meetings: **6:00 p.m.** – Open House, **6:30 p.m.** – Presentation, **7:00 p.m.** – Facilitated Discussion, **7:45 p.m.** – Closing Open House.



U.S. 36 Project Team
c/o CDR Associates
100 Arapahoe Ave., Suite 12
Boulder, CO 80302

Llame este numero de telefono para aprender más de reuniones, información del proyecto, y como participar. (720) 936-1769

HELP SAVE TAXPAYER FUNDS BY REDUCING THE NEED TO SEND PAPER COPIES.

Please visit www.US36eis.com and send us your e-mail address.

If you need special assistance due to a disability please contact 720-407-4713 at least 72 hrs before a meeting to make arrangements.

U.S. 36 Final EIS: The U.S. 36 Final EIS is scheduled for public release in summer 2009. The release of the U.S. 36 Final EIS will be followed by corridor-wide Public Hearings which will take place during a 45-day formal comment period.

Record of Decision: A Record of Decision (ROD) is the federal decision document that describes the transportation project, explains the rationale for the project decision and makes commitments as to how the project will mitigate any impacted environmental resources, such as air, water and noise. The ROD completes the NEPA process. After Final EIS comments are reviewed and responded to, the ROD will be signed for the U.S. 36 Corridor in late 2009.

Project Construction/Implementation of Improvements: Construction will take place in phases, which will begin as funding is identified. At this time, it is unknown when funding will become available for this corridor-improvement project.

FOR MORE INFORMATION PLEASE VISIT THE U.S. 36 EIS WEB SITE AT: WWW.US36EIS.COM

If you have any questions about the U.S. 36 EIS please call 720-407-4713. Para recibir esta carta noticiosa en español, o para información adicional en español sobre este proyecto, por favor llamar al 720-936-1769.