



Northwest Corridor

A TRANSPORTATION ENVIRONMENTAL STUDY

***NORTHWEST CORRIDOR
TRANSPORTATION IMPROVEMENTS
BOULDER, BROOMFIELD, AND JEFFERSON,
COUNTIES
DENVER METROPOLITAN AREA COLORADO***

**TRANSPORTATION AND ENVIRONMENTAL
PLANNING STUDY**

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Prepared for
Colorado Department of Transportation – Region 6
2000 South Holly Street
Denver, CO 80222



PREFACE

The Northwest Corridor NEPA (National Environmental Policy Act) process was initiated in 2003 to consider the potential benefits, costs, and impacts of alternative transportation improvements in the northwest Denver Metropolitan area, between the western terminus of the Northwest Parkway in Broomfield County and the SH 58, I-70, and C-470 freeway systems to the south in Jefferson County. This NEPA process was expected to result in documents supporting joint federal and state decisions regarding transportation improvements in this area, which would allow access to federal and state funds. However, due to lack of funding for construction in the foreseeable future and incomplete consensus among local governments, the NEPA process was ceased. Therefore this document is no longer a Draft Environmental Impact Statement as originally intended, but a planning document titled the *Northwest Corridor Transportation and Environmental Planning Study*. This document can serve as a data resource and a practical foundation for future projects by CDOT or others when planning in this 20 plus mile long corridor located in multiple counties and municipalities.

This *Northwest Corridor Transportation and Environmental Planning Study* identifies the numerous transportation improvement alternatives considered, describes the methodical examination that led to four alternatives for comprehensive analysis, and concludes with a recommended alternative. The recommended alternative, called the Combined Alternative, balances future transportation needs (2030 horizon) with community and environmental impacts better than the other alternatives considered.

Governmental entities and other regional stakeholders were included throughout the process, and numerous public meetings were held to obtain public input. The recommended alternative was supported by most jurisdictions, however full consensus was never achieved. Data and analysis supporting the recommended alternative can now be used by others when planning the future of the corridor. In this way, this document can support the linkage of future transportation planning and environmental analysis.

This document was prepared during the NEPA process and contains language commonly utilized in the writing of a Draft Environmental Impact Statement. Specific NEPA phrases such as “DEIS” and “preferred alternative” have been removed where possible and other revisions were made where necessary and to aid in clarity, but some language remains in this document that is suitable only for a NEPA analysis. For example, many of the environmental impact sections and chapters, such as 4.3 (Environmental Justice) and 5 (Section 4(f)) would apply only to a federally-funded NEPA regulated action. These sections and chapters are left intact as data for future projects by CDOT or others. CDOT would have a review role for any project done by others that might affect a state highway.

While attempt was made to remove agency commitments, such as mitigation, some may have been retained as suggestions or simply overlooked. In either case these should not be viewed as commitments by any agency for any project. Within this context, while this document is a compilation of data and analysis supporting a recommended alternative, it does not represent a federal decision or a federal approval.

CDOT is pleased to present the following planning document and believes it will be a common reference by those who define the future inter-regional and regional transportation system in northern Jefferson and Broomfield Counties.