



Scoping Summary Report

APPENDIX F

Agency Meeting Handouts



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

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

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

US 6 and Wadsworth Boulevard Interchange

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

Improve Safety

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

Welcome to the US 6 / Wadsworth Boulevard Environmental Assessment Agency Scoping Meeting

Thursday, August 16, 2007
CDOT Headquarters, Shumate Building, Denver, Colorado

Purpose

The purpose of this meeting is to provide an overview of the planned scope for the US 6 and Wadsworth Boulevard Environmental Assessment (EA). The Existing Conditions Summary report provides information about the project, the purpose and need for the project, the environmental resources present in the study area, and proposed methodologies for environmental impact analysis for resources that could be affected by the project. The report was prepared to provide information about the study and elicit your comments and questions.

Agenda

Orientation – 15 minutes

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

Presentation – 30 minutes

Presentation about the US 6 / Wadsworth EA

Questions and Comments – 45 minutes

Open comments and discussion

Submitting Comments

- Fill out a Comment Form and place it in the Comment Box located at the entrance, or hand it to one of the project team members.
- Mail your comment form or a separate letter to: US 6 / Wadsworth EA, c/o Colleen Kirby Roberts, CH2M HILL, 535 16th Street, Suite 800, Denver, CO, 80202.

We are particularly interested in your thoughts on

- the project purpose and need,
- proposed environmental impact methodologies, and
- any important issues we may have overlooked.

Also, we'd love to hear about any ideas you have for streamlining our agency coordination in the EA process.

The scoping period extends until August 31, 2007

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: _____

- 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



US 6 and Wadsworth Boulevard Environmental Assessment Agency Scoping Meeting

August 16, 2007

CDOT Headquarters, Shumate Building, Denver



Welcome

The mission of the Colorado Department of Transportation (CDOT) is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information.





Project Team

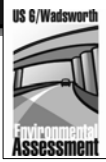
- **Project Sponsors**
 - Federal Highways Administration (FHWA)
 - CDOT
- **Cooperating Agencies**
 - Regional Transportation District (RTD)
- **Partnering Agencies**
 - City of Lakewood
- **Consultant**
 - CH2M HILL
 - Subconsultants



Agenda

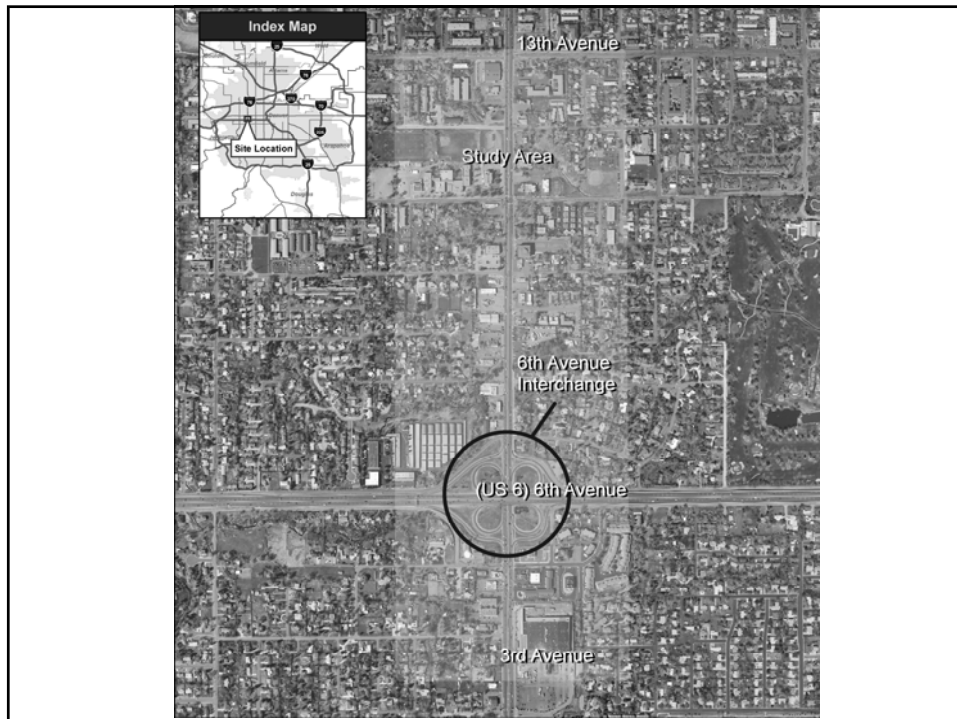
- Project Background
- Agency Review and EA Schedule
- Purpose and Need
- Environmental Resources
- Questions





Study Corridor

- Approximately 1-mile-long corridor within Lakewood, Colorado
- 500-foot corridor on either side of Wadsworth Boulevard centerline between 3rd and 13th avenues
- 500-foot corridor along each side of US 6 between approximately Broadview Drive to the east and Allison Street to the west
- Logical termini not yet finalized





Agency Review

- Scoping packets contain comment sheets for you to provide comments on the scope of the EA
- Of particular interest are:
 - Purpose and Need
 - Scope and Methodologies for Environmental Resources Impact Analysis
 - What are we missing?
 - Are there processes we should incorporate to streamline and focus the NEPA process?
- Scoping period ends on August 31, 2007



Schedule

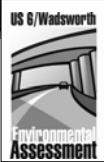
- CDOT and FHWA have committed to complete the EA in 12 to 24 months
- Range in schedule depends on complexity of alternatives analysis
- EA project will incorporate streamlining techniques
 - Partnering among project proponents
 - Proactive agency coordination and continued involvement
 - Highly interactive public involvement program
 - Study what matters
 - Structured reviews of documentation
 - Other ideas? Feedback?





Project Purpose

Improve safety and mobility for automobile, truck, transit, bicycle, and pedestrian travel at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 3rd Avenue and 13th Avenue



Transportation Needs and Issues

- Corridor fly-through





Environmental Resources

- Early data collected to determine presence and context of environmental resources in the study area
- Study area is urban, and environmental resources are typical of those found in disturbed, urban areas
 - Human environmental issues are important
 - Natural areas are limited



Air Quality

- Attainment/maintenance area for PM₁₀, CO, and 1-hour O₃
- Potential for redesignation as nonattainment for O₃.
- Project included in conforming DRCOG 2030 Regional Transportation Plan, and project-level conformity analysis is not required
- Hot spot modeling may be required for localized CO and PM₁₀ emissions for select signalized intersection(s)



Archaeology

- Study area is developed, and most natural areas have been disturbed previously
- No significant archaeological properties identified in file search, and because of disturbance, intact resources are not likely to be found
- Additional archaeological investigation is not warranted or planned



Floodplains

- Five Federal Emergency Management Agency (FEMA)-regulated 100-year floodplains are located within the study area
 - Lakewood Gulch
 - South Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
 - North Dry Gulch
- US 6 does not appear to be within the 100-year floodplain but flow in McIntyre Gulch is constrained



Floodplains (cont.)

- Wadsworth Boulevard is in the 100-year floodplain in four locations, and flooding during a 100-year flood event would be expected at these locations:
 - 2nd Avenue
 - 8th Avenue
 - 11th Avenue
 - Colfax Avenue
- Several of the drainage facilities under Wadsworth Boulevard are substantially undersized
- City of Lakewood has identified periodic flooding at 8th and 11th avenues.



Hazardous Materials

- 68 sites near study area have been identified from file searches with potential hazardous waste concerns
- Six sites were determined to have potential to affect the project because
 - the database identified them as active sites with potential for contamination AND
 - groundwater flow could cause migration of contaminants into the study area.



Hazardous Materials (cont.)

- Sites of potential concern include:
 - Diamond Shamrock – leaking underground storage (LUST) site
 - Circle S Mini Mart/Boonshow Gas – LUST site
 - Western Convenience/Diamond Shamrock – LUST site
 - Wal-Mart site may have been a historical LUST site (incomplete information)
 - Merchants Oil/Bradley – LUST site
 - Grease Monkey/USA Auto Tech – was a former LUST site and contamination may have migrated to the study area



Historic Resources

- File search conducted with the Office of Archaeology and Historic Preservation (OAHP)
 - 118 recorded sites in the vicinity, and 19 within the boundary of the study area
 - Only one site within study area previously determined to be eligible for the National Register of Historic Places (NRHP)
 - Railroad remnants of the former Denver Intermountain Railroad
 - RTD West Corridor project has affected integrity of this resource



Historic Resources (cont.)

- Potential historic properties divided into 5 development zones:
 - Transportation development which includes automobile roadways and former railroad line along 13th Avenue
 - Non-transportation oriented landscape features (e.g., gulches and ditches)
 - Commercial corridor adjacent to Wadsworth Boulevard that includes developments that range from small "mom and pop" businesses to large, national retail chain stores
 - Jefferson County Open School complex of buildings
 - Residential development east and west of Wadsworth Boulevard and along US 6
- Area of Potential Effects encompasses first row of parcels adjacent to Wadsworth Boulevard and areas along the eastern quadrants of the interchange



Land Use

- Current land use is a mix of commercial, residential, and industrial uses
- No park or recreation resources in immediate study area
- Land Use along Wadsworth Boulevard is expected to undergo extensive change with new developments at Belmar and Creekside, and West Corridor light rail line and transit station along 13th Avenue
- City of Lakewood has approved higher-density zoning to support future development of the area



Noise

- Noise measurements were taken at two locations over a week-long period and at nine locations over 20 minute periods
- Measured loudest-hour noise levels range from 60 to 74 dBA, with loudest levels measured along US 6
- The 66-dBA noise level contour lies approximately 150 feet on either side of Wadsworth Boulevard, and encompasses the first row of commercial properties



Noise (cont.)

- West of the interchange, the predicted 66-dBA noise level contour lies approximately 350 to 650 feet on either side of US 6 and encompasses three to four rows of residential properties
- East end of the interchange (where noise walls are in place), the predicted 66-dBA noise contour lies approximately 180 feet on either side of US 6 and encompasses the first row of residences



Paleontology

- Study area is disturbed and unlikely to contain any intact important paleontological resources
- Project team will consult with CDOT to confirm that no further analysis of paleontological resources is required



Right of Way (ROW)

- ROW along Wadsworth Boulevard varies from 80 to 95 feet average width
 - Colfax Avenue to 10th Avenue: 80 feet
 - 10th Avenue Southern Quadrants: 90 feet
 - 10th Avenue to North Quadrants of 8th Avenue: 80 feet
 - 8th Avenue Southern Quadrants to 7th Avenue: 95 feet
 - 5th Avenue to 2nd Avenue: 85 feet
- ROW at the US 6 and Wadsworth Boulevard interchange is approximately 780 feet





Section 4(f) and 6(f) Resources

- No parks or wildlife areas that qualify as Section 4(f) resources
- No Section 6(f) resources in the study area
- Historic building survey will be conducted to identify any NRHP-eligible historic properties in study area
- If any NRHP-eligible properties require a transportation use, a Section 4(f) evaluation will be conducted



Socioeconomics and Community Resources

- Population is relatively stable but may increase with new, higher density zoning
- Large and small businesses, mostly retail and services oriented
- Four established neighborhoods with primarily single-family housing and some multi-family housing
- Transportation issues of great concern to neighborhoods
- Several schools in study area, including the Jefferson County Open School at Wadsworth Boulevard and 10th Ave.
- Emergency services include fire, police, and ambulance
- Existing RTD bus routes serve the area with transit use expected to increase with future West Corridor





Environmental Justice

- Low-income and minority populations were evaluated using CDOT's approved methodology for environmental justice analysis
 - No low-income populations
 - Higher than Lakewood average minority (mostly Hispanic) populations in some Census blocks
- School demographic information suggests higher minority and low-income populations than Census data
- Three of four neighborhoods in study area have lower median income than Lakewood average
- Additional outreach will be conducted to identify and reach out to minority and low-income populations



Visual/Aesthetic Considerations

- North-South Views along US 6 are limited
 - 65 mph speeds of the highway
 - Noise walls east of Wadsworth block views
- Visual resources along Wadsworth Boulevard corridor
 - Loosely defined streetscape of low-profile, sporadically spaced buildings
 - Wide, exposed corridor with heavy traffic, few trees, and limited spatial definition
 - Interchange area is a distinctive visual break from rest of corridor
 - Limited distant views because of tree canopies and overgrown vegetation in drainages



Visual/Aesthetic (cont.)

- Opportunities for creating a new visual landscape
 - Area is changing, independent of any changes that may occur on the US 6 or Wadsworth Boulevard
 - Sidewalks, medians, interchange designs, water quality treatment features, etc. have the opportunity to create scale and visual continuity along Wadsworth Boulevard and a sense of gateway at the interchange



Water Quality

- The study area is located in the Upper South Platte River basin, which is a primary drainage near the study area
- Several smaller creeks and drainages are located on or adjacent to study area
 - Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
- These tributaries are generally dry during the year with periodic high flows
- Construction stormwater runoff control and post-construction stormwater management requirements could be challenging because of constrained ROW



Wetlands

- Waters of the U.S. and/or wetlands areas identified in the study area:
 - Lakewood Gulch
 - McIntyre Gulch
 - Dry Gulch
- Jurisdictional status of these waters has not been determined
- Formal wetland delineation has not occurred



Wildlife and Vegetation

- Project is located in a highly developed urban area
- Common urban wildlife species are likely to occur in the study area
 - Migratory birds may nest in the project area, although no nests were observed during field visit
 - Riparian areas will be subject to Senate Bill 40 requirements for construction
- Fish do not occur in drainages because gulches do not have permanent flow
- No habitat for U.S. Fish and Wildlife Service-listed threatened or endangered species occurring in Jefferson County





Resources to Analyze in EA

- Air Quality
- Cumulative Impacts
 - Transportation
 - Community and Business Resources
- Floodplains
- Hazardous Materials/Wastes
- Historic Properties
- Land Use
- Noise
- Pedestrians and Bicyclists
- Relocation/Right-of-Way
- Socioeconomics
- Transportation
- Water Quality/Water Resources
- Wetlands



Additional Information Needed

- Section 4(f) Historic Resources
- Environmental Justice





Questions?

- Please submit your comment form or other form of written comments by the end of the scoping period (August 31, 2007)
- Thank you for your participation
- We look forward to hearing from you
 - How can we help streamline your review of the milestones of the Environmental Assessment?
 - What additional transportation and environmental issues need to be considered to make the US 6 and Wadsworth project a success?



Discussion Topics

- Social and Community Resources
 - Bicycles/Pedestrians
 - Cumulative Impacts
 - Environmental Justice
 - Land Use
 - Public Involvement
 - Right-of-Way
 - Socioeconomics
 - Visual/Aesthetic Considerations





Discussion Topics

■ Human and Built Environment

- Air Quality
- Archaeology
- Hazardous Materials
- Historic Resources
- Noise
- Paleontology
- Safety
- Section 4(f) / 6(f)
- Traffic



Discussion Topics

■ Natural Environment

- Floodplains
- Hydraulics
- Noxious Weeds
- Stormwater
- Threatened and Endangered Species
- Vegetation
- Water Quality
- Wetlands
- Wildlife / Fisheries





Recap

