



Welcome to the US 6 / Wadsworth Environmental Assessment and Draft Section 4(f) Evaluation Public Hearing

Wednesday, July 22, 2009

5:00 p.m. to 7:30 p.m.

Lakewood City Council Chambers, Lakewood, Colorado

Agenda

Tonight's Purpose

Present the results of and receive comments on the US 6/Wadsworth Environmental Assessment and Draft Section 4(f) Evaluation (EA).

Meeting Format

Display boards located in the lobby provide general information about the study, proposed design, environmental impacts, proposed mitigations, and next steps. Staff are available to answer questions at these stations. A key to the information stations is presented on the back side of your agenda. Reference copies of the EA, along with Handouts and other reference materials related to the study are available at the Sign-In and Reference tables. A presentation will be given at 6:00 p.m.

Tonight's Agenda

5:00 p.m. to 6:00 p.m. – Sign-In and Public Open House

Please view display boards and talk with staff about the findings of the study and the proposed design. Talk with staff, ask questions, and provide formal comments (see below). Please note that discussions with team members are not considered formal comments.

6:00 p.m. – Informational Presentation

A 30-minute informational presentation will be held in the Council Chambers. Staff will continue to be available at the Information Stations to answer questions.

After Presentation – Public Comments and Open House

After the presentation, anyone wishing to provide verbal comments at a microphone in the Council Chambers will have an opportunity to do so. To ensure that there is adequate time, speakers will need to sign up at the Public Comments Station and limit their remarks to 3 minutes. Staff will continue to be available at the Information Stations to answer questions.

Ways to Provide Comments

There are several ways to provide comments. All comments will be considered equally regardless of the method used.

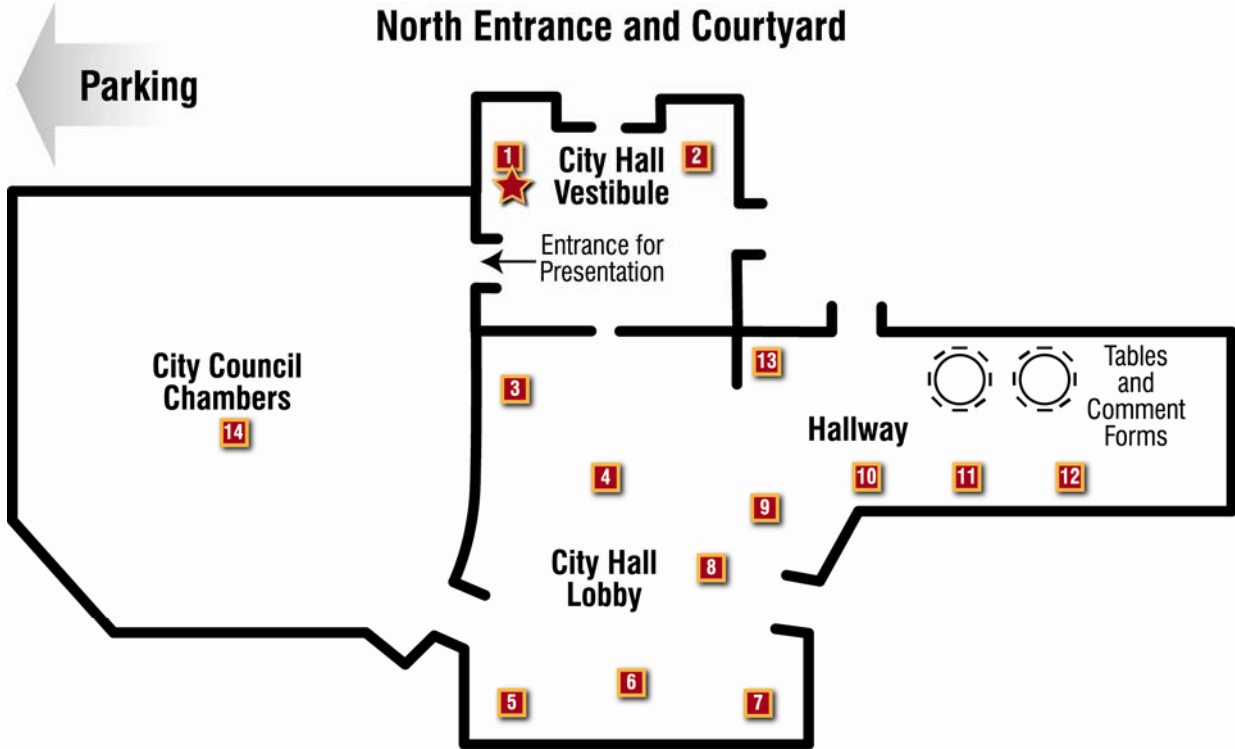
- Dictate your comments to the Court Reporter during the Open House.
- Speak at the microphone (3 minute time limit) in the Council Chambers following the presentation. Please sign up at the Public Comments Station for your turn to speak.
- Fill out a Comment Form and place it in the comment box at the Public Comments Station.
- Mail your comments to:

Seyed Kalantar, P.E. Project Manager CDOT Region 6, Central Engineering 425 B Corporate Circle Golden, CO 80401	Tim Eversoll, P.E. Project Manager CH2M HILL 9193 S. Jamaica Street Englewood, CO 80112
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- Submit comments via the project website at www.US6Wadsworth.com.

Responses to all comments received will be published in the Decision Document (Fall 2009).















THE COMMENT PERIOD ENDS AUGUST 26, 2009.

North Entrance and Courtyard



 You Are Here

Station Key

-  Sign-In
-  Public Comments
-  Purpose and Need/Schedule
-  Proposed Build Alternative
-  Access Control
-  Traffic
-  Noise
-  Impacts and Mitigation
-  Estimated Property Impacts
-  Drainage
-  Section 4(f) Evaluation
-  Reference Table
-  Court Reporter
-  Presentation (6:00 P.M.)



Public Review and Comment Information

Environmental Assessment and Public Review

The Environmental Assessment (EA) is available for public and agency review. CDOT requests input and encourages all interested parties to submit comments during the 45-day review period from July 13 – August 26, 2009. Comments will be accepted in writing throughout the review period, or verbally at the public hearing on Wednesday July 22, 2009 from 5:00 to 7:30 p.m. This will be the last public meeting as part of the environmental study efforts. The study team will compile all public and agency comments and provide responses in a separate decision document for FHWA review. By early fall, FHWA will make a decision to either approve the study or request additional impact analysis.

Where and How to Review the EA

Electronically: www.US6Wadsworth.com

Hard copies for viewing located at six sites

Jefferson County Library – Belmar, 555 S. Allison Pkwy, Lakewood, CO 80226 (303-235-5275)

City of Lakewood City Clerk's Office, 480 S. Allison Pkwy, Lakewood, CO 80226 (303-987-7080)

Jefferson County Clerk and Recorder's Office, 100 Jefferson County Pkwy, Golden, CO 80401 (303-271-8186)

CDOT Region 6 Central Engineering, 425B Corporate Circle, Golden, CO 80401 (720-497-6955)

CDOT Region 6 Headquarters, 2000 S. Holly St., Denver, CO 80222 (303-757-9372)

FHWA Colorado Division Office, 12300 W. Dakota Ave., Suite 180, Lakewood, CO 80228 (720-963-3000)

How to Comment on the EA

Written comments will be accepted in the following ways

Website: Click the Submit a Comment tab, and fill out the comment form.

Mail: Mail your comments to either:

Seyed Kalantar, PE, Project Manager
CDOT Region 6 Central Engineering
425B Corporate Circle
Golden, CO 80401

Tim Eversoll, PE, Project Manager
CH2M HILL
9193 S. Jamaica Street
Englewood, CO 80112

Public Hearing: Bring your comments to the public hearing, or fill out a comment form at the hearing, and drop them in the designated box.

Verbal comments will only be accepted at the public hearing on Wednesday, July 22, 2009 from 5:00 to 7:30 p.m. A court reporter will be available to take individual comments during the open house portion of the meeting, from 5:00 to 6:00 p.m. Verbal comments will also be taken after the public hearing presentation, which will begin at 6:00 p.m. Anyone wishing to speak after the presentation will be requested to sign up and will be given up to three minutes at the microphone, in order to accommodate comments from all interested parties.



First Name: _____ Last Name: _____

Address: _____ City: _____ Zip Code: _____

Email Address: _____

We welcome your comments on the US 6 and Wadsworth Environmental Assessment and Draft Section 4(f) Evaluation! Please print clearly and provide enough detail to ensure our understanding of your comments. Your comments will be considered by the Federal Highway Administration prior to making a decision about the project and will be addressed in the Decision Document (anticipated Fall 2009).

Multiple horizontal lines provided for writing comments.

Please leave this comment form in one of the comment boxes on your way out. Comment boxes are located at the Public Comments table near the entrance and at the Reference Materials table. You may also fold this form into thirds, tape or staple it, and mail it to the address printed below. Please affix a stamp before mailing the form. Comments pertaining to the Environmental Assessment and Draft Section 4(f) Evaluation will be accepted until August 26, 2009. For additional information, please visit the project website, www.US6Wadsworth.com, or call Colleen Kirby Roberts, public involvement manager, at (720) 286-0914.

Return Address:

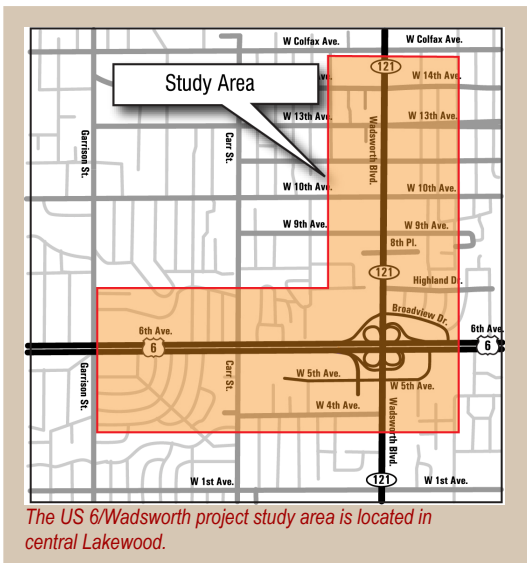
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stamp
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US 6/Wadsworth EA
CH2M HILL
C/o Colleen Kirby Roberts
1515 Wazee Street, Suite 380
Denver, CO 80202

Executive Summary

1 The US 6/Wadsworth Environmental Assessment (EA) analyzes the impacts of the
2 Colorado Department of Transportation's (CDOT) proposal for roadway improvements at
3 the US 6 (also known as 6th Avenue) and Wadsworth Boulevard (Wadsworth)
4 interchange and along Wadsworth between 4th and 14th Avenues. Chapter 1 describes
5 the purpose and need for the action. The alternatives for implementing the action
6 considered and evaluated in the EA are described in Chapter 2. Chapter 3 presents the
7 social and environmental consequences of the alternatives. An evaluation of effects to
8 historic and park resources protected by Section 4(f) of the Department of Transportation
9 Act is presented in Chapter 4. Comments and coordination with the public and other
10 agencies is described in Chapter 5. Chapter 6 is a list of references. Other supporting
11 materials are included in appendices.

WHERE IS THE PROPOSED PROJECT LOCATED?



12 The proposed US 6/Wadsworth project centers around the US 6 and
13 Wadsworth interchange in the heart of the City of Lakewood. The study
14 area includes both US 6 and Wadsworth. Both roadways serve a broad
15 cross section of local and regional travelers. The east-west limits along
16 US 6 are from the eastern interchange ramps with Wadsworth west to
17 Garrison Street. On Wadsworth, the project limits are 4th Avenue to
18 14th Avenue.

19 Wadsworth is a regionally important highway and is the longest
20 continuous roadway connecting communities across the western Denver
21 metropolitan area. Wadsworth links northern Lakewood with Lakewood's
22 City Commons at Alameda Avenue south of the project area, provides
23 regional access to large commercial developments at Wadsworth and
24 Colfax Avenue, and will soon provide access to the large West Corridor
25 light rail station at Wadsworth and 13th Avenue, currently being
26 constructed by the Regional Transportation District.

WHY DID CDOT PREPARE THIS EA?

27 The National Environmental Policy Act requires that the environmental effects of federally
28 funded roadway projects be considered before deciding on a course of action. The
29 process provides an opportunity for CDOT to develop project alternatives that meet
30 transportation needs while minimizing social, environmental, and community impacts. In
31 the case of the proposed US 6/Wadsworth project, CDOT made numerous changes to
32 the conceptual design plans to respond to community input and minimize impacts.
33 Regulatory agencies, affected municipalities, and interested members of the public are
34 afforded the opportunity to comment on the project before a decision is made about
35 whether to design and construct the proposed roadway improvements.

WHY DO WE NEED THIS PROJECT?

1 The proposed US 6/Wadsworth project is needed to meet existing and future
 2 transportation needs for CDOT and Lakewood. The proposed project would provide
 3 additional roadway capacity, improve operational efficiency, improve safety, and provide
 4 additional travel options for pedestrians and bicyclists. It would also replace a structurally
 5 deficient bridge and address neighborhood concerns about cut-through traffic. These
 6 needs are described in more detail in Chapter 1.

HOW DID CDOT COME UP WITH A PLAN FOR THE ROADWAY IMPROVEMENTS?

7 CDOT, the Federal Highway Administration (FHWA), Lakewood, area
 8 residents, businesses, and commuters have prioritized making improvements
 9 to fix the transportation problems in the study area through previous planning
 10 efforts. The US 6 and Wadsworth project is included in the Denver Regional
 11 Council of Governments' fiscally constrained regional long-range transportation
 12 plan.

13 CDOT began working with FHWA, Lakewood, the Regional Transportation
 14 District, and other stakeholders in 2007 to develop alternatives for possible
 15 roadway improvements. After two levels of screening and evaluation, and
 16 consideration of more than 20 detailed criteria, an alternative was identified that
 17 could meet the purpose and need for the project and would best balance
 18 transportation benefits with environmental and community impacts. This
 19 alternative is called the Build Alternative in the EA. Public input was sought and
 20 received throughout the alternatives development process.



Hundreds of people attended open houses and other briefings to learn about the US 6/Wadsworth study and provide input.

WHAT IS CDOT PROPOSING TO BUILD?

21 CDOT proposes to replace the existing US 6/Wadsworth interchange and widen
 22 Wadsworth between 4th and 14th Avenues. Associated with these roadway changes,
 23 CDOT also proposes to improve drainage flows of McIntyre, Lakewood, and Dry Gulches,
 24 and realign and widen these gulches; extend noise walls along US 6 to approximately
 25 Garrison Street; and construct and maintain water quality ponds to filter roadway
 26 pollutants from stormwater runoff.

27 The interchange design, referred to as a tight diamond with loop, would be a diamond
 28 interchange with a loop ramp in the northwest quadrant of the interchange. The loop ramp
 29 would allow evening rush-hour traffic traveling west on US 6 to exit to southbound
 30 Wadsworth without stopping at a signal or yielding to through traffic. All of the interchange
 31 acceleration and deceleration lanes would be lengthened, all weave sections would be
 32 eliminated, and the structurally deficient bridge would be replaced. The operation of the
 33 interchange is illustrated on the following page.

34 Along Wadsworth, the Build Alternative would add a travel lane in each direction and a
 35 multi-use sidewalk on both sides of Wadsworth. A raised median would be added to the
 36 center of the roadway to direct left turns and U-turns.

Northwest Quadrant

Interchange

- 1 Reconstructed loop off-ramp from westbound US 6 to southbound Wadsworth.
- 2 A grade-separated or at-grade pedestrian crossing at on-ramp and loop ramp will be determined at final design.
- 3 New longer on-ramp from northbound and southbound Wadsworth to westbound US 6 provides adequate acceleration and merge distances for vehicles entering US 6.
- 4 Continuous lane on US 6 between on-ramp and Carr St. off-ramp provides safer merging conditions.

Frontage Road

- 5 Frontage road access is shifted north and changed to two-way traffic between the 6th Ave. Business Center and Wadsworth.
- 6 Channel improvements to Lakewood Gulch to reduce floodplain.

Northeast Quadrant

Interchange

- 10 New longer off-ramp from westbound US 6 to northbound Wadsworth provides adequate deceleration and vehicle queue distances for vehicles accessing Wadsworth. Free flow movement onto Wadsworth.

Frontage Road

- 11 Frontage road is reconfigured to provide access directly to Wadsworth. Provides two-way operation that reduces neighborhood cut-through traffic.
- 12 New noise walls next to the frontage road.



Southwest Quadrant

Interchange

- 7 Continuous lane on US 6 between Carr St. on-ramp and Wadsworth off-ramp provides safer merging conditions.
- 8 New longer off-ramp from eastbound US 6 to northbound and southbound Wadsworth feeds into a multi-lane intersection that accommodates expected vehicle queues. Exiting vehicles wanting to travel east at the 5th Ave. intersection utilize the signalized intersection to make a hard right and vehicles destined farther south can use the adjacent right-turn yield lane to merge onto southbound Wadsworth.

Frontage Road

- 9 Frontage road remains one-way and continues to connect to 5th Ave. at Yukon St.

Southeast Quadrant

Interchange

- 13 New longer on-ramp from northbound and southbound Wadsworth to eastbound US 6 provides adequate acceleration and merge distance for vehicles entering US 6.

Frontage Road

- 14 Frontage road remains two-way and connects to 5th Ave. on Vance St. instead of Webster St.

Project Wide

- 15 New noise walls between the frontage roads and US 6, west of Wadsworth.
- 16 Detached multi-use sidewalk along both sides of Wadsworth.

The reconstructed interchange would operate more efficiently, reduce congestion, and eliminate safety concerns.

WHAT ARE THE SOCIAL AND ENVIRONMENTAL CONSEQUENCES OF THE PROPOSAL?



The proposed US 6/Wadsworth project would have mostly beneficial effects to social and natural resources in the study area.

1 This EA evaluates the potential environmental consequences of
 2 implementing the proposed project (or Build Alternative). All
 3 environmental resources were reviewed for presence in the study area
 4 and assessed for potential impacts. Some resources are not evaluated
 5 in detail in this EA because they were not present in the study area,
 6 would not be impacted by the Build Alternative, or standard construction
 7 precautions would protect the resources from significant damage.
 8 Environmental issues or resources evaluated in detail include
 9 transportation, pedestrian and bicycle facilities, noise, right-of-way and
 10 relocations, socioeconomic, environmental justice, land use, historic
 11 properties, hazardous substances, floodplains, water resources, and
 12 wetlands. Table ES-1 summarizes impacts to these resources.

13 The majority of impacts of the Build Alternative would be beneficial.
 14 Congestion would be reduced and general safety would improve for
 15 local and regional travelers, access to and from the numerous
 16 businesses along Wadsworth would be safer to navigate, and the safety
 17 and convenience of travel for pedestrians and bicyclists would be greatly
 18 improved. Improving drainage channels within the study area would
 19 reduce flooding hazards, enhance riparian habitat and wildlife migration,
 20 and provide an opportunity for wetlands to establish naturally. Water
 21 quality would be improved because stormwater runoff would be filtered
 22 to reduce pollutants being discharged into the South Platte River basin.
 23 Noise walls included in the Build Alternative would decrease noise levels
 24 dramatically at residences near US 6. Improved capacity on the major
 25 roadway network and reconfiguring the frontage roads surrounding the
 26 interchange would reduce neighborhood cut-through traffic, improve
 27 business and neighborhood access, and improve air quality around

28 intersections. Right-of-way needs would require acquisition of property and
 29 displacement of businesses and residences. Four historic properties would be
 30 adversely affected, and three small wetlands totaling 0.02 acre would be lost.

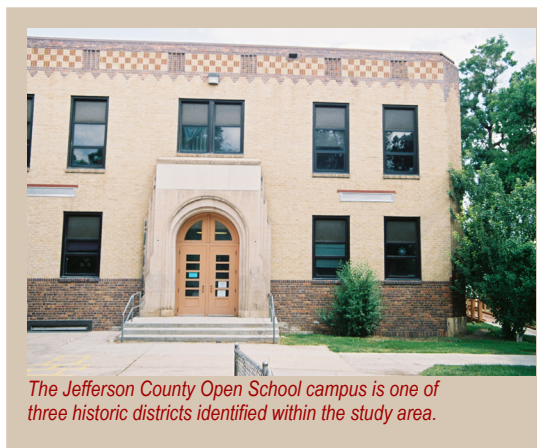
HOW MUCH PROPERTY DO YOU NEED TO ACQUIRE, AND HOW HAVE YOU COORDINATED WITH AFFECTED PROPERTY OWNERS?

31 Approximately 31.1 acres of property would need to be acquired from 96 property
 32 owners through 114 acquisition parcels, including 45 residential, 65 commercial, and
 33 4 publicly owned parcels. Property acquisitions would range from small slivers to
 34 entire parcels. A total of 14 residences and 28 businesses would need to be
 35 relocated. All acquisitions and relocations will comply fully with the Uniform
 36 Relocation Assistance and Real Property Acquisition Policies Act of 1970.

37 CDOT is committed to maintaining open communication with property owners and
 38 stakeholders affected by the proposed project. The study team has held four public

1 meetings to present the progress and preliminary findings of the study, conducted
 2 one-on-one meetings with numerous property and business owners, and attended
 3 more than 20 meetings with neighborhood and business groups since the summer of
 4 2007. Team members have contacted all owners of potentially affected properties
 5 and have met with many of these owners to explain the proposed action, understand
 6 its effect on owners' properties, and explain CDOT's right-of-way acquisition process
 7 and the rights owners and tenants have under the Uniform Act. CDOT continues to
 8 respond to owners and stakeholders who contact the study team with questions or
 9 comments, with the intent of maintaining open lines of communication and providing
 10 as much information as is known at the time.

WHAT HISTORIC PROPERTIES ARE IN THE STUDY AREA, AND HOW WOULD THEY BE AFFECTED?

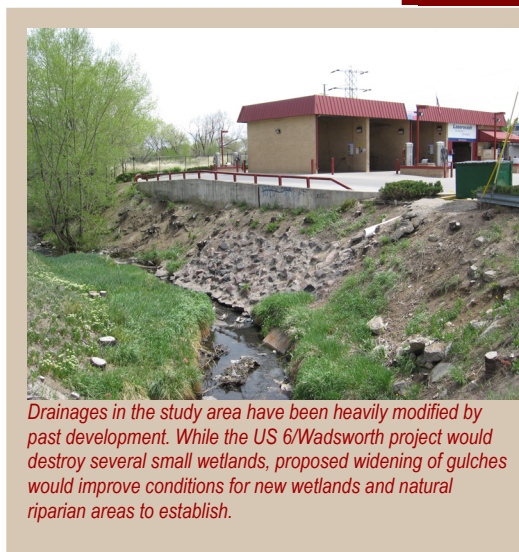


The Jefferson County Open School campus is one of three historic districts identified within the study area.

11 There are nine commercial and residential properties within the study
 12 area that are individually eligible for the National Register of Historic
 13 Places. In addition, three historic districts (a school complex and two
 14 residential neighborhoods) are located in or partially within the study
 15 area. None of the historic districts would be adversely affected by the
 16 Build Alternative, and adverse effects to five of the nine individual
 17 historic properties would be avoided.

18 Four historic homes located along the frontage road in the northeast
 19 quadrant of the interchange would need to be acquired. Despite
 20 extensive efforts to redesign or modify the interchange design, CDOT
 21 determined that avoiding these impacts would not be prudent and
 22 feasible. To mitigate for these losses, CDOT is working with the
 23 Colorado State Historic Preservation Office and local preservation
 24 groups to implement one or more historic preservation projects that would add to the
 25 local historical record.

WHERE ARE THE WETLANDS IN THE STUDY AREA, AND WHY COULDN'T YOU DESIGN AROUND THEM?



Drainages in the study area have been heavily modified by past development. While the US 6/Wadsworth project would destroy several small wetlands, proposed widening of gulches would improve conditions for new wetlands and natural riparian areas to establish.

26 Three small, low quality, palustrine emergent wetlands comprising a
 27 total of 0.02 acre are located within the study area along the edges of
 28 McIntyre, Lakewood, and Dry Gulches. These wetlands would be
 29 destroyed by the realignment of the gulches. Mitigation would include
 30 replacement of at least 0.02 acre of wetlands.

31 Impacts to these wetlands could not be avoided because substantial
 32 realignment and widening of the drainage channels of the three
 33 gulches are needed. The channels have been highly modified. They
 34 support little riparian habitat or wetlands because they are narrow,
 35 have high flows, and are subject to scour. The drainages are also
 36 considerably undersized to carry a 100-year flood. The proposed
 37 channel improvements would provide greater opportunity for wetlands
 38 to establish than under existing conditions.

WHAT HAPPENS IF CDOT DOES NOTHING?



Traffic congestion, inefficient roadway operations, and poor pedestrian and bicycle facilities characterize the US 6/Wadsworth project area.

1 This EA provides an analysis of the impacts of doing nothing
 2 (the No Build Alternative). Without a significant investment in
 3 roadway improvements, the existing transportation problems
 4 in the study area would worsen. Traffic would become
 5 increasingly congested, particularly in the morning and
 6 evening peak rush hours. Bus and pedestrian activity
 7 associated with the new Wadsworth light rail station at 13th
 8 Avenue will increase, but the surrounding roadway and
 9 sidewalk network would not support this demand.
 10 Flooding during large storm events would continue, and the
 11 benefits of channel and culvert improvements would not be
 12 realized. No systems would be constructed to filter stormwater
 13 runoff. Noise walls would not be constructed, and severe noise
 14 would persist for residences adjacent to US 6 west of
 15 Wadsworth.

16 The No Build Alternative would not require a large capital expenditure or require any
 17 property acquisition, and it would not affect historic properties or wetlands.

WHAT HAPPENS NEXT?

18 FHWA and CDOT are providing this EA for agency and public comment. A public
 19 hearing will be scheduled in Lakewood at Lakewood City Council Chambers (480 S.
 20 Allison Parkway, Lakewood, CO 80226). Newsletters announcing the public hearing
 21 will be sent to all individuals on the mailing list. The public hearing also will be
 22 advertised in newspapers, websites, neighborhood newsletters, and flyers distributed
 23 throughout the study area. Interested individuals can attend the public hearing to
 24 provide comments or learn more about the EA study and its recommendations.
 25 Written comments can be provided in person at the public hearing, on the project
 26 website at <http://us6wadsworth.com/>, or via mail, fax, or email to:

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27 After consideration of public comments, CDOT and FHWA will determine whether to
 28 issue a Finding of No Significant Impact (FONSI), revise the EA, or prepare an
 29 Environmental Impact Statement to further analyze environmental impacts. If CDOT
 30 and FHWA determine that a FONSI is appropriate, CDOT would proceed with final
 31 design. Right-of-way acquisition and construction are dependent on funding and, if
 32 additional funds are not secured, these activities may be delayed.

EXHIBIT ES-1: SUMMARY OF IMPACTS AND MITIGATION, US 6/WADSWORTH ENVIRONMENTAL ASSESSMENT

Impacts of the No Build Alternative	Impacts of the Build Alternative	Mitigation Measures for the Build Alternative
Transportation		
<ul style="list-style-type: none"> ◆ Safety, capacity, and operational issues of the existing transportation network would not be addressed 	<ul style="list-style-type: none"> ◆ Capacity, safety, and operational efficiency would be enhanced for all modes of travel 	<ul style="list-style-type: none"> ◆ Roadway improvements will be coordinated with transit and other development needs ◆ Lane closures during construction will comply with CDOT's Lane Closure Strategy
Pedestrian and Bicycle Facilities		
<ul style="list-style-type: none"> ◆ Narrow, missing, or obstructed sidewalks, uncontrolled access, and traffic congestion create unsafe conditions for pedestrians and bicyclists 	<ul style="list-style-type: none"> ◆ New sidewalks and improved roadway crossings would enhance mobility and safety for pedestrians and bicyclists ◆ Several free-flow interchange ramp crossings would remain; pedestrians and bicycles would have difficulty crossing at these locations, particularly during rush hours ◆ Pedestrian and bicycle routes could be disrupted during construction 	<ul style="list-style-type: none"> ◆ Final design will consider other measures to enhance safety of interchange ramp crossings ◆ Signage and access to pedestrian and bicycle routes will be provided during construction
Noise		
<ul style="list-style-type: none"> ◆ High noise levels would persist for residences near US 6 west of Wadsworth where no noise walls are present 	<ul style="list-style-type: none"> ◆ Without noise mitigation, projected noise for residences along US 6 would increase 2 to 7 decibels ◆ Construction equipment and activities would intermittently generate loud noise 	<ul style="list-style-type: none"> ◆ Noise walls will be constructed to reduce noise noticeably at approximately 380 residences ◆ Measures to reduce construction noise disturbance will be included in specifications
Right-of-Way and Relocations		
<ul style="list-style-type: none"> ◆ No right-of-way (ROW) acquisition would be required, and no residential or business displacements would occur 	<ul style="list-style-type: none"> ◆ Approximately 31.1 acres of property would be required from 96 ownerships; acquisitions would range from small slivers of property to entire parcels ◆ 14 residences and 28 businesses would be displaced 	<ul style="list-style-type: none"> ◆ All acquisitions and relocations will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
Socioeconomics		
<ul style="list-style-type: none"> ◆ Residences and businesses along Wadsworth would continue to be affected by cut-through traffic, limited pedestrian and bicycle connections, traffic noise, and indirect neighborhood access 	<ul style="list-style-type: none"> ◆ Community cohesion would be enhanced by better north-south and east-west pedestrian connections, improved pedestrian and vehicular access to neighborhoods and businesses, improved neighborhood traffic conditions, and reduced noise levels more compatible with residential areas ◆ Construction could disrupt access and travel through the project area for residents, businesses, and emergency service providers 	<ul style="list-style-type: none"> ◆ CDOT will provide advance notice of construction activities that are likely to result in traffic disruption ◆ CDOT will coordinate with emergency service providers to minimize disruption of service
Environmental Justice		
<ul style="list-style-type: none"> ◆ No disproportionately high and adverse impacts would occur in areas of minority or low-income populations 	<ul style="list-style-type: none"> ◆ No disproportionately high and adverse impacts would occur in areas of minority or low-income populations 	<ul style="list-style-type: none"> ◆ No mitigation measures are necessary

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EXHIBIT ES-1: SUMMARY OF IMPACTS AND MITIGATION, US 6/WADSWORTH ENVIRONMENTAL ASSESSMENT (CONT.)

Impacts of the No Build Alternative	Impacts of the Build Alternative	Mitigation Measures for the Build Alternative
Land Use		
<ul style="list-style-type: none"> ◆ Traffic and pedestrian safety and mobility goals presented in adopted land use and neighborhood plans would not be advanced 	<ul style="list-style-type: none"> ◆ Improvements would support land use goals for traffic management and safety, landscaping, recreational amenities, noise mitigation, multimodal connections and safety, and drainage improvements 	<ul style="list-style-type: none"> ◆ Final design and ROW negotiations by CDOT will coordinate with Lakewood to address compatibility with land use plans and potential allowances for non-conforming properties that may result from ROW acquisition
<ul style="list-style-type: none"> ◆ Future growth and implementation of planned land uses could be hampered by traffic congestion and limited sidewalk facilities 	<ul style="list-style-type: none"> ◆ ROW acquisition would affect land use for some individual parcels but roadway changes would not influence regional land use patterns or induce growth 	
Historic Properties		
<ul style="list-style-type: none"> ◆ No historic properties would be affected 	<ul style="list-style-type: none"> ◆ Reconstruction of the interchange would require acquisition (and demolition) of four historic properties 	<ul style="list-style-type: none"> ◆ Mitigation measures identified in a Memorandum of Agreement among CDOT, FHWA, the Colorado SHPO, and other interested parties will be implemented
Hazardous Materials		
<ul style="list-style-type: none"> ◆ No effect on known sites of concern for hazardous materials 	<ul style="list-style-type: none"> ◆ Construction would affect seventeen sites of concern for environmental (petroleum-related) contamination 	<ul style="list-style-type: none"> ◆ Further testing and survey of potentially contaminated properties will be conducted
	<ul style="list-style-type: none"> ◆ Lead-based paint, asbestos, or other hazardous materials could be encountered during demolition activities 	<ul style="list-style-type: none"> ◆ Project specifications for hazardous materials will be prepared and implemented during construction
Floodplains		
<ul style="list-style-type: none"> ◆ Flood waters would continue to overtop Wadsworth during large storms 	<ul style="list-style-type: none"> ◆ CDOT roadways would be removed from the 100-year floodplain, and overtopping would not occur 	<ul style="list-style-type: none"> ◆ During final design, CDOT will refine the drainage design and coordinate with the appropriate local and federal agencies to conduct hydraulic analysis and obtain necessary floodplain permits
	<ul style="list-style-type: none"> ◆ Wider and more natural channels would improve the natural values of floodplains 	
Water Resources/Quality		
<ul style="list-style-type: none"> ◆ Water from roadways that may contain petroleum, sediment, or other pollutants would continue to flow into streams/gulches untreated 	<ul style="list-style-type: none"> ◆ An increase of approximately 3 acres of impervious (paved) surfaces would, without water quality treatment, increase pollutant runoff and erosion into receiving waterways 	<ul style="list-style-type: none"> ◆ Permanent water quality treatment features will be constructed and maintained to treat roadway runoff and improve water quality
	<ul style="list-style-type: none"> ◆ Construction activities would expose soils and could cause erosion or sedimentation of gulches 	<ul style="list-style-type: none"> ◆ Required plans and permits will be prepared and followed during construction to minimize impacts to surface waters from erosion and sedimentation
Wetlands and Waters of the United States		
<ul style="list-style-type: none"> ◆ No wetlands or waters of the United States would be affected 	<ul style="list-style-type: none"> ◆ Channel widening and realignment would disturb 0.02 acre of wetland areas in gulches 	<ul style="list-style-type: none"> ◆ Wetlands will be replaced at a 1:1 ratio, and a Section 404 permit will be obtained
	<ul style="list-style-type: none"> ◆ Wider channels would provide an opportunity for wetlands and riparian habitat to establish 	
Cumulative Impacts		
<ul style="list-style-type: none"> ◆ The No Build Alternative would not take any action that could combine with other projects to create cumulative effects 	<ul style="list-style-type: none"> ◆ Beneficial cumulative effects would occur to a variety of environmental and community resources as redevelopment projects in the area comply with current development requirements 	<ul style="list-style-type: none"> ◆ No mitigation required