



## US 6 and Wadsworth Boulevard Environmental Assessment Open House #3

April 29, 2008  
Lakewood Cultural Center, Lakewood



## 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.



## Agenda

- Update on the US 6 and Wadsworth Environmental Assessment progress
- Level 2 evaluation of design concepts
- Preferred Alternative for the US 6 interchange
- Preferred Alternative for Wadsworth Boulevard



## Meeting Format

- Presentation
- Open house information stations
- Reference materials
- Tonight's goals:
  - Provide information about interchange and Wadsworth preferred alternatives
  - Provide preliminary estimates of property, transportation, and environmental impacts
  - Collect input on interchange and Wadsworth preferred alternatives



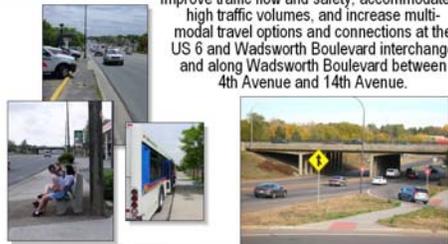
## NEPA Process Schedule

- Scoping (Completed)
- Purpose and Need (Completed)
- **Develop and Analyze Alternatives**
  - Level One Screening of Design Concepts (February 2008)
  - Level Two Evaluation (March 2008)
  - Preferred Alternative (April 2008) (public open house #3)
- Identify Impacts (April to August 2008)
- Determine Mitigation (April to August 2008)
- EA Document (August to December 2008)
- Final Decision (December 2008)



## Project Purpose

Improve traffic flow and safety, accommodate high traffic volumes, and increase multi-modal travel options and connections at the US 6 and Wadsworth Boulevard interchange and along Wadsworth Boulevard between 4th Avenue and 14th Avenue.





## Key Issues Heard During February 2008 Open House

- Access control on Wadsworth
- Accommodation of future transit on Wadsworth
- Continued public outreach
- Entrance and exit ramps at Carr Street
- Neighborhood traffic impacts
- Noise at residences along US 6
- Property acquisition or relocations
- Safe accommodation of pedestrians and bicyclists
- Speed limit on US 6
- Support for improvements at the interchange and on Wadsworth
- Traffic signal timing on Wadsworth



## Alternatives Development

- Design concepts identified from past experience and stakeholder input
- Separate concepts for the interchange and Wadsworth Boulevard
- Criteria developed for two levels of evaluation
  - Level 1 fatal flaw screening
  - Level 2 evaluation



## Level 2 Evaluation Criteria

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>▪ <b>Safety/Design</b> <ul style="list-style-type: none"> <li>– Accommodate safer bicycle and pedestrian travel?</li> <li>– Improve ramp entrance design?</li> </ul> </li> <li>▪ <b>Mobility/Traffic Operations</b> <ul style="list-style-type: none"> <li>– Improve weaving/merging conditions?</li> <li>– Meet current and future traffic needs?</li> <li>– Maintain or improve travel time on Wadsworth?</li> <li>– Improve spacing from frontage roads?</li> </ul> </li> <li>▪ <b>Local Impacts</b> <ul style="list-style-type: none"> <li>– Effects on access to residences and businesses?</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>▪ <b>Environmental Impacts</b> <ul style="list-style-type: none"> <li>– Number of properties affected?</li> <li>– Significant impacts that cannot be mitigated?</li> </ul> </li> <li>▪ <b>Cost Feasibility</b> <ul style="list-style-type: none"> <li>– Constructed within 125 percent of projected funding?</li> </ul> </li> <li>▪ <b>Implementation</b> <ul style="list-style-type: none"> <li>– Ease of construction staging?</li> <li>– Able to accommodate future expansion?</li> </ul> </li> </ul> |
|--|---|



## Level 2 Conceptual Design

- **Refinement of design concepts**
  - Preliminary dimensions for elements
  - Preliminary construction limits
  - Preliminary right-of-way impacts
- **Initial results provide basis for selecting a preferred alternative**
  - Comparing alternatives
  - Rating and prioritizing criteria
- **Additional mitigation will be incorporated to refine the preferred alternative**



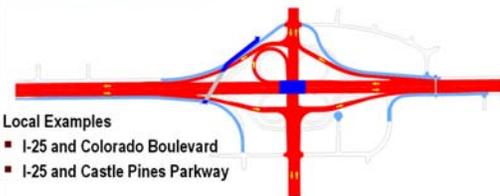
## Interchange Preferred Alternative

- Tight Diamond
- ➔ ▪ **Tight Diamond with Loop**
- Single Point Urban Interchange
- Partial Cloverleaf

*Recommended for Evaluation in EA*



## Tight Diamond with Loop – Preferred Alternative



### Local Examples

- I-25 and Colorado Boulevard
- I-25 and Castle Pines Parkway



**Tight Diamond with Loop – Preferred Alternative**

Meets Project Purpose & Need

- Improves safety
- Eliminates weaving
- Increases capacity
- Accommodates future traffic
- Supports multimodal connections

**Tight Diamond with Loop – Preferred Alternative**

High capacity loop for critical traffic movement

Scored well in the top 4 priorities of the differentiating criteria

- Interchange capacity

**Tight Diamond with Loop – Preferred Alternative**

Scored well in the top 4 priorities of the differentiating criteria

- Interchange capacity
- Bike/ped crossing

Improves north-south connectivity

- Maintains one free flowing loop ramp
- Provides east-west crossing at traffic signal

**Tight Diamond with Loop – Preferred Alternative**

Scored well in the top 4 priorities of the differentiating criteria

- Interchange capacity
- Bike/ped crossing
- Corridor travel time

Introduces 1 1/2 new traffic signals

**Tight Diamond with Loop – Preferred Alternative**

Larger loop creates right-of-way impacts

Scored well in the top 4 priorities of the differentiating criteria

- Interchange capacity
- Bike/ped crossing
- Corridor travel time
- Cost

**Tight Diamond with Loop – Preferred Alternative**

Bridge designed to accommodate width needed for future potential transit on Wadsworth

Other priorities

- Expandability

**W&W Assessment**

### Tight Diamond with Loop – Preferred Alternative

Relatively easy to construct

**Other priorities**

- Expandability
- Construction

**W&W Assessment**

### Tight Diamond with Loop – Preferred Alternative

Improved intersection spacing to 5th Avenue

**Other priorities**

- Expandability
- Construction
- Frontage road spacing

**W&W Assessment**

### Tight Diamond with Loop – Preferred Alternative

**Other priorities**

- Expandability
- Construction
- Frontage road spacing
- Relocations

**W&W Assessment**

### Tight Diamond with Loop Mitigation Opportunities

- Retaining walls
- Frontage road concepts
- Drainage and water quality features
- Noise mitigation
- Bicycle and pedestrian crossings
- Geometric design changes

**W&W Assessment**

### Wadsworth Boulevard Preferred Alternative

- Six travel lanes
- Raised median
- Sidewalks

**W&W Assessment**

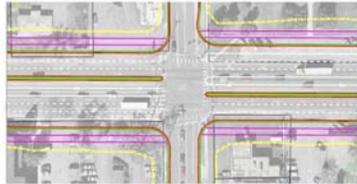
### Wadsworth Boulevard Mitigation Opportunities

- Vary width of side-of-road landscape buffer
- Narrower lane widths
- Narrower median
- Shift alignment



## Design Features and Impacts

- Preliminary impact estimates do not include mitigation



## Next Steps

- Combined US 6 interchange and Wadsworth Boulevard preferred alternative design
- Mitigation
  - Noise mitigation
  - Water quality treatment features (e.g., ponds)
  - Avoid or minimize property impacts
- Meet with affected property owners



## Questions and Comments

- Talk with staff about design features and impacts
- Comment sheets available by the alternatives station
- Comments for this phase of the study would be most helpful in the next two weeks

Visit [www.US6Wadsworth.com](http://www.US6Wadsworth.com)

