

MEMORANDUM

- To: Carol Parr, CDOT Region. 4
- From: Lisa Powell, PE; Muller Eng.
- Date: August 23, 2004
- Proj. No. 01-021.06
- Re: **SH 7 – Cherryvale to 75th Street
Public Open House #1 – June 17, 2004**



**Muller Engineering Company, Inc.
Consulting Engineers**

Irongate 4, Suite 100
777 S. Wadsworth Boulevard
Lakewood, Colorado 80226
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Introduction

A Public Open House was held on June 17, 2004 at Platt Middle School in Boulder County for the SH 7 – Cherryvale to 75th St. project. The project was advertised in the Local Section of the *Boulder Daily Camera* on June 16, 2004. A press release was issued by CDOT to the local media and an article was included in the *Boulder Daily Camera* on June 16, 2004. Twelve signs advertising the open house were placed along the project at major intersections several days prior to the meeting. Newsletters were mailed to 250 public agency representatives, residents, and business owners along the project. The meeting format was an open house with project representatives available to address any comments or questions from attending citizens. The focus of the meeting was to present updated project information, receive ideas and suggestions and answer questions about issues and concerns.

At least seventy-one people attended the meeting as indicated by the attendance roster that is attached to the back of this document (9 people heard about the meeting through the newspaper, 33 through the signs, and 34 through the mailer). Additionally, the following is a list of project representatives that were present:

Helen Peiker, CDOT
Carol Parr, CDOT
Dave Davis, CDOT
Gloria Hice-Idler, CDOT
Megan Christen, CDOT
Mark Gosselin, CDOT
Gerald Fielding, CDOT
Dan Marcucci, CDOT
Mike Frederick, CDOT
Mike Morgan, CDOT
Bob Hayes, CDOT
Stan Elmquist, CDOT
Gray Clark, Muller Engineering
Rob Carlson, Muller Engineering
Lisa Powell, Muller Engineering
Robin Lindsey, Muller Engineering
Gina McAfee, Carter & Burgess
David Woolfall, Carter & Burgess
Troy Halouska, Carter & Burgess
Tiffany McDole, Carter & Burgess
Nadine Lee, URS

Discussion

The intent of the meeting was to educate the public about the history and objectives of the project, present technical data and show existing conditions, and provide a forum for both input and questions from the public. The following is a list of the boards, displays, and handouts available at the meeting according to subject matter. Reduced copies of the graphics are attached to this document.

STATION ONE: PROJECT INTRODUCTION

- ◆ Welcome / Purpose of the Open House
- ◆ Project Location and Study Area
- ◆ Project Purpose and Need
- ◆ Summary of Previous Project Work

STATION TWO: ENVIRONMENTAL ASSESSMENT PROCESS

- ◆ What Is NEPA
- ◆ Environmental Assessment Process
- ◆ Contents of an Environmental Assessment
- ◆ Where We Are in the Process and Why
- ◆ What We Need From You

STATION THREE: EXISTING CONDITIONS

- ◆ Land Use
- ◆ Existing Roadway System
- ◆ Existing Transit Service, Bicycle and Pedestrian Facilities
- ◆ Intersection Accident Summary
- ◆ Traffic Count Data and Level of Service
- ◆ Historic and Future Traffic in SH 7 Corridor
- ◆ Level of Service Definitions

STATION FOUR: ENVIRONMENTAL ISSUES

- ◆ Historical Resources
- ◆ Wetlands
- ◆ Park, Recreation and Open Space Sites
- ◆ Potential Hazardous Materials Contamination
- ◆ Noise Monitoring Locations
- ◆ Soils That Can Be Considered Prime or Unique Farmland

STATION FIVE: POSSIBLE PROJECT ALTERNATIVES

- ◆ Congestion Management Options
- ◆ Pedestrian / Bike Alternatives
- ◆ Roadway Enhancement Alternatives
- ◆ SH 7 Possible Improvement Options – Cherryvale to Westview
- ◆ SH 7 Possible Improvement Options – Westview to 75th
- ◆ SH 7 Possible Improvement Options – Burlington Northern Santa Fe Railroad Alignment
- ◆ Evaluation Criteria Matrix (2 Boards)

STATION SIX: PUBLIC AND AGENCY INVOLVEMENT

- ◆ Previous Comments and Opportunities for Involvement
- ◆ What's next?

STATION SEVEN: COMMENTS

- ◆ Comment Sheets
- ◆ Comment Box

Attendees were provided a comment sheet to be completed and turned in at the meeting or to mail in prior to July 15th, 2004. The comment sheet contained a question to determine the extent of alternative modes of travel along SH 7. Additionally, a handout describing the Open house format (attached) was provided. A total of 29 comment sheets were received. The individual comment sheets are attached to this document.

Public Comments

The comment sheets received are summarized below:

- Preferences for improvements from Cherryvale to Westview (5 comments)
 - *Option W-2 – 2 Lane Section with Turn Lanes as required (1 comment)*
 - *Option W-3 – 6 Lane Urban Section with Transit/Auxiliary Lanes in each direction (2 comments)*
 - *Option W-4 – 4 Lane Urban Section with continuous Auxiliary Transit Lane west of Votec School (1 comment)*
 - *Option W-5 – 6 Lane Urban Section with Transit/Auxiliary Lanes in each direction and reconfigured alignment (1 comment)*
- Preferences for improvements from Westview to 75th (9 comments)
 - *Option E-2 – Intersection safety improvements at Westview Dr. and Valtec Lane (1 comment)*
 - *Option E-3 – 2 Lane Rural Section with Shoulders and Turn Lanes (2 comments)*
 - *Option E-4 – 4 Lane Rural Section with Shoulders and Turn Lanes (4 comments)*
 - *Option E-5 – 4 Lane Urban Section with Bike Lanes, Sidewalks and reconfigured Alignment (2 comments)*
- Preferences for improvements to Burlington Northern Railroad alignment (2 comments)
 - *Option R-3 – Realign Tracks east of existing location (1 comment)*
 - *Option R-3 is best for buildings at 7209 Valtec Court. Septic system is east of buildings. (1 comment)*
- Bicycle lanes/facilities should be incorporated into the project (18 comments)
- Improve traffic flow and congestion (13 comments)
- Currently use or would consider another mode of travel (12 comments)
 - *Use bicycle (7 comments)*
 - *Ride bus (5 comments)*
 - *Carpool (3 comments)*
 - *Used to bike until it became too dangerous (2 comments)*
 - *Will use light rail to Denver (2 comments)*
- Add turn lanes at intersections (11 comments)
 - *Valtec intersection (3 comments)*
 - *Westview intersection (2 comments)*
 - *Acceleration lane at Westview (3 comments)*

- Don't use another mode of travel (10 comments)
- Incorporate pedestrian facilities (sidewalks, bus stops) (9 comments)
- SH 7 should be a 4-lane facility (8 comments)
- Improve safety and decrease accidents (7 comments)
- Provide safe access to and from businesses and side roads (6 comments)
- Steep grades at hill create problems in snowy weather (5 comments)
- Property impact concerns (6 comments)
 - *Consider property impacts to businesses north of road (1 comment)*
 - *Berkelhammer property has row of large elm trees (1 comment)*
 - *Kent property has 2 rows of trees they were forced to plant (1 comment)*
 - *Myron property has row of trees they were forced to plant (1 comment)*
 - *Integrated Auto Services is concerned about loss of business due to difficult access during construction (1 comment)*
- SH 7 should be a 4-lane facility further east than 75th (to 95th or SH 287) (3 comments)
- Do not incorporate pedestrian facilities (3 comments)
- Correct/flatten slope at Westview Drive (3 comments)
- Bicycle lanes should extend further east than 75th (to 95th or SH 287) (3 comments)
- Don't expand SH 7 to 4 lanes (2 comments)
- Improve transit facilities (2 comments)
 - *Incorporate Queue Jump Lanes (1 comment)*
 - *Add Park-n-Rides east of 75th (1 comment)*
- Don't significantly lower roadway at highpoint (Legion Park) (2 comments)
- Historic gas station is an eyesore and should be removed (2 comments)
- Maintain rural setting and environment (3 comments)
- Consider impact of new housing east of SH 287 (2 comments)
- The study process is too slow (2 comments)
- Protect cottonwoods in vicinity of 75th St. (2 comments)
- Noise from Arapahoe Road (2 comments)
 - *Noise from Arapahoe can be heard in Ridgely Hills and Crestview (1 comment)*
- Improved/enhanced signalization required (2 comments)
 - *Improve signal timing at Votec and 63rd (1 comment)*
 - *New signal required at Valtec Lane (1 comment)*
- Difficulty experienced at intersections making maneuver (1 comment)
- Transit/bike improvements should be given priority (1 comment)
- Right-in/right-out access is inconvenient (1 comment)
- Leave Valmont alone (1 comment)
- Don't realign road or railroad (1 comment)
- Consolidate private drives to reduce access points (1 comment)
- Spread out peak demand or reduce it (1 comment)
- Consider reversible travel lane to accommodate peak hour traffic (1 comment)
- Reduce the number of buses and waste trucks using 63rd Street (1 comment)
- Connect Westview to the signal at Votec (1 comment)
- Do not build right-hand lane from northbound 75th to eastbound Arapahoe (1 comment)
- Place "Trucks use lower gears" sign at top of hill to keep speeds at 45 mph (1 comment)
- Move huge light pole on southeast corner of 63rd St. and SH 7 (1 comment)
- Bury approximately 500 feet of Xcel transmission lines near the mobile home park (1 comment)
- Prefers riding bike on sidewalk as on-street bike lane is dangerous for high-speed

roadway (1 comment)

- Correct push-buttons at SH 7/75th St. intersection so that cyclists can push the buttons without having to dismount (1 comment)
- Add "Yield to Bikes" signs to right-merge lanes so that motorists will yield to straight-thru cyclists (1 Comment)
- Owner of business on Valtec Lane says sidewalks are needed for the entire corridor because their employees walk along SH 7 shoulder to the west (1 comment)
- Designate the Stangle farm as a historic property on graphics (1 comment)

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Combined Summary of Public Meetings Held
July 11, 2001, February 29, 2002, and June 17, 2004**

The logo for Muller Engineering Company, featuring the word "MULLER" in a white, serif, all-caps font, underlined, set against a dark blue rectangular background.

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Consulting Engineers**

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Introduction

Three separate public open houses have been held for the SH 7 – Cherryvale to 75th Street Studies. The July 11, 2001 and February 29, 2002 meetings were held to solicit input during the Feasibility Study. The purpose of the July, 2001 open house was to present data gathered and solicit input from the public concerning the project. The focus of the February 2002 meeting was to present recommendations for improvement and to solicit input from the public concerning the recommendations. A third Public Open House was held on June 17, 2004. This meeting was held to gather public input for the Environmental Assessment. The focus of the June 2004 meeting was to present updated project information, present possible alternatives, receive ideas and suggestions and answer questions about issues and concerns.

At total of at least 206 people attended the three meetings. At each meeting, comment sheets were available to encourage public input on the project. The following is a combined summary of the most common responses received at all three public meetings.

- Bicycle lanes/facilities should be incorporated into the project (64 comments)
 - *Bicycle lanes should be extended further east than 75th St. (12 comments)*
- Add turn lanes at intersections (43 comments)
 - *Westview intersection (11 comments)*
 - *Valtec intersection (9 comments)*
 - *Acceleration lane at Westview (3 comments)*
- SH 7 should be a 4-lane facility (33 comments)
 - *SH 7 should be a 4-lane facility further east than 75th St. (16 comments)*
- Improved/enhanced signalization (25 comments)
 - *New signal required at Valtec Lane (9 comments)*
 - *Improve signal timing at 75th St. (6 comments)*
 - *Improve signal timing at Cherryvale (3 comments)*
- Improve transit facilities (21 comments)
 - *Incorporate bus pullouts (7 comments)*
 - *Incorporate Queue Jump Lanes (6 comments)*
 - *Add Park-n-Rides (3 comments)*
- Incorporate pedestrian facilities (sidewalks, bus stops) (19 comments)
- Property impact concerns (19 comments)
- Improve traffic flow and congestion (13 comments)

- Steep grades at hill create problems in snowy weather (10 comments)
- Protect cottonwoods in vicinity of 75th St. (9 comments)
- Include noise mitigation (7 comments)
- Improve safety and decrease accidents (7 comments)

COMMENT SHEET

Public Open House, June 17, 2004
Arapahoe Road (S.H. 7) – Cherryvale to 75th Street
Environmental Assessment Study



Your suggestions and/or comments are solicited at this time regarding transportation needs on Arapahoe Road (State Highway 7) between Cherryvale and 75th Street. Input regarding the highway improvements, congestion management, bicycle, pedestrian and transit enhancements, roadway configurations, access modifications and any other comments are welcome.

Please hand in this sheet at the public meeting or mail in or fax it before July 15, 2004 to Carol Parr, Colorado Department of Transportation, 1420 2nd Street, Greeley, CO 80634, Fax 970.350.2177.

What are the most important issues to address along the SH 7 Corridor? _____

Would you consider or do you currently use another mode of travel (transit, bicycle, carpool) along SH 7? _____
If yes, what type of mode would you or do you use and how often? _____

Do you feel that pedestrian and bicycle enhancements should be incorporated into the project? _____
If yes, what type of enhancements should be incorporated and where? _____

Additional Comments? _____

NAME: _____

ADDRESS: _____

TELEPHONE NO. _____

SH 7

Cherryvale Rd. to 75th St.

Welcome to the State Highway 7 Environmental Assessment Study Open House

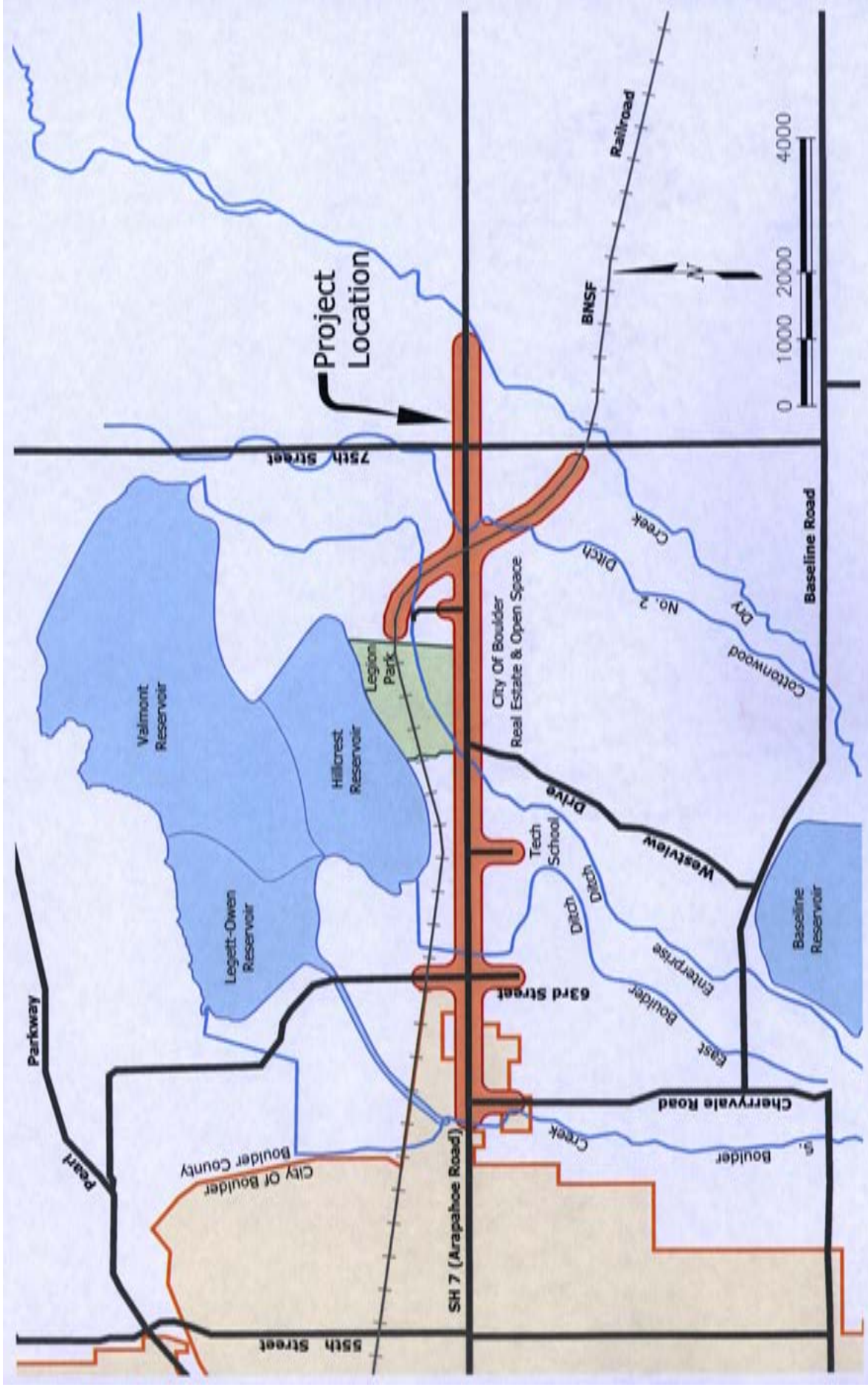
Purpose of the Open House

- Introduce the Project Team and Purpose for the Study
- Describe the Environmental Assessment and Public Involvement Process
- Share Data that has been Gathered and Identify Critical Issues and Constraints
- Present Possible Alternatives for Improvements
- Solicit Public Feedback on Possible Alternatives
- Outline “What’s Next” in the Process

Project Location and Study Area

SH 7

Cherryvale Rd. to 75th St.



Project Purpose and Need

The **purpose of improvements** to the SH 7 transportation corridor is to:

- Improve safety along the corridor
- Improve the traffic operations
- Upgrade out-dated transportation facilities



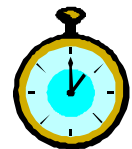
- Serve population and employment growth in the surrounding communities
- Improve mobility for all modes of travel (pedestrian, bicycle, transit)
- Improve the efficiency of the transportation system

The following deficiencies and problems **identify the need** to develop solutions to the SH 7 transportation system:

- CDOT and local jurisdictions have identified SH 7 is an important commuter and intra-regional arterial roadway.
- Traffic volumes are expected to increase 48% between 2001 and 2025 due to regional growth.
- There is insufficient capacity to meet current and future projected traffic volumes along the corridor.



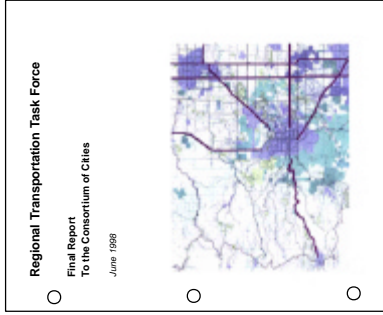
- SH 7 is currently experiencing poor operating traffic conditions in the peak hours resulting in delays and long queues at signalized intersections. Future traffic growth is expected to increase these delays and queues.
- Accident history indicates congestion and access issues based upon the high percentage of intersection related crashes.
- There is a lack of adequate pedestrian, bicycle and bus stop facilities along the corridor.
- Driveway locations are poorly controlled and located.
- The out-dated highway does not meet the current standards and needs for this classification of roadway.
- Bus service along the corridor is adversely impacted by poorly operating traffic conditions, leading to delay.
- Future population and employment growth serving the communities of Lafayette, Louisville, Erie and Boulder result in increased commuter roadway needs.



Summary of Previous Work

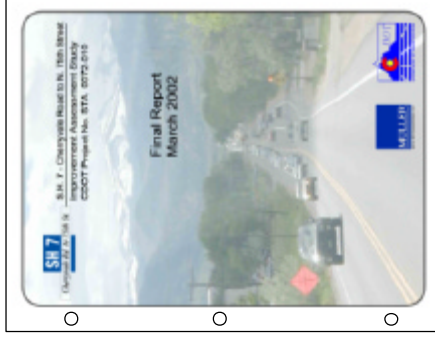
SH 7

Cherryvale Rd. to 75th St.



Regional Transportation Task Force Final Report (1998)

The Boulder County Regional Transportation Task Force completed a study in 1998, which evaluated the increasing traffic congestion along six major regional corridors, including SH 7. The Final Report recommended intersection and transit improvements to SH 7.



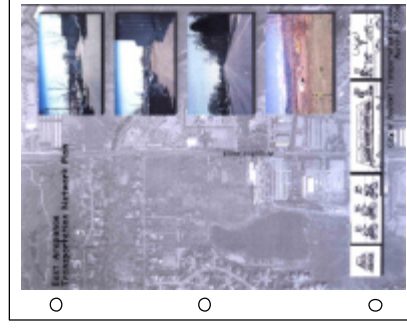
SH 7 Improvement Assessment Study (2002)

CDOT initiated a feasibility study in 2001 to evaluate improvement alternatives to SH 7 between Cherryvale Road and 75th Street. The study, completed in March 2002, identified an improvement project to be designed and constructed at the 75th intersection and also identified conceptual improvements to the remainder of the corridor.



SH 7 & 75th Intersection Improvements (2003-2004)

Following the recommendations of the *SH 7 Improvement Assessment Study*, CDOT has undertaken the design of improvements to the SH 7 and 75th Street intersection. CDOT is completing the design and anticipates construction to begin soon on these comprehensive, multi-modal improvements to the intersection of SH 7 and 75th Street.



East Arapahoe Transportation Network Plan (2004)

The City of Boulder developed a network plan for Arapahoe Road (SH 7) in 2004 that defines transportation improvements for all modes of travel. The plan identified proposed multi-use paths and sidewalks, on-street bike lanes and transit improvements for SH 7 east of Cherryvale Road.

What is NEPA?

SH 7

Cherryvale Rd. to 75th St

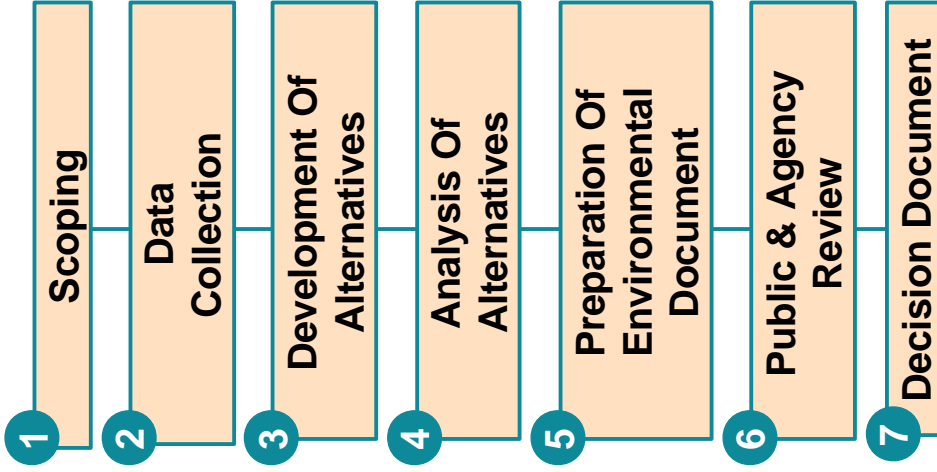
- *National Environmental Policy Act of 1969*
- *Directs Federal agencies to conduct environmental reviews for proposed actions*
- *Must consider potential impacts that the action will have on the social, economic and physical environment*
- *Fundamental objectives include interagency cooperation and public participation*
- *Potential project impacts and mitigation measures must be documented*
- *There are three levels of NEPA documentation*
- *The SH 7 project is an Environmental Assessment (EA), which is the middle level*

Environmental Assessment Process

SH 7

Cherryvale Rd. to 75th St

An Environmental Assessment (EA) process consists of the following steps:



A public and agency process which defines the issues to be addressed.

Includes collection of traffic, environmental, land use and design-related data.

Includes initial identification of a full range of alternatives and then screening to alternatives which are reasonable. This includes the no-build alternative.

Looks at social, economic and environmental impacts of the reasonable alternatives including the no-build.

Includes need for project, description of alternatives and environmental impacts.

Once the EA is complete, the public and interested agencies have a chance to review and comment on the document.

Documents the preferred alternative and responds to comments.

Contents of an Environmental Assessment

SH 7

Cherryvale Rd. to 75th St

- **Define Purpose & Need**
- **Build Alternatives & No-Build Alternative**
- **Land Use**
- **Social**
- **Environmental Justice**
- **Air Quality**
- **Economic (business considerations)**
- **Pedestrians and Bicycles**
- **Visual Resources**
- **Right-of-Way**
- **Parks and Recreation**



• **Hazardous Materials**

• **Noise**

• **Water Resources/Quality**

• **Wetlands**

• **Wildlife/Fisheries**

• **Floodplains**

• **Construction Impacts**

• **Threatened & Endangered Species**

• **Historical & Archaeological**

• **Farmland**

• **Cumulative Impacts**



• **Environmental Justice**



• **Air Quality**

• **Economic**

(business considerations)



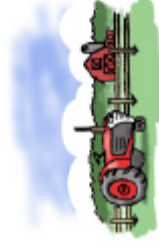
• **Pedestrians and Bicycles**

• **Visual Resources**

• **Right-of-Way**



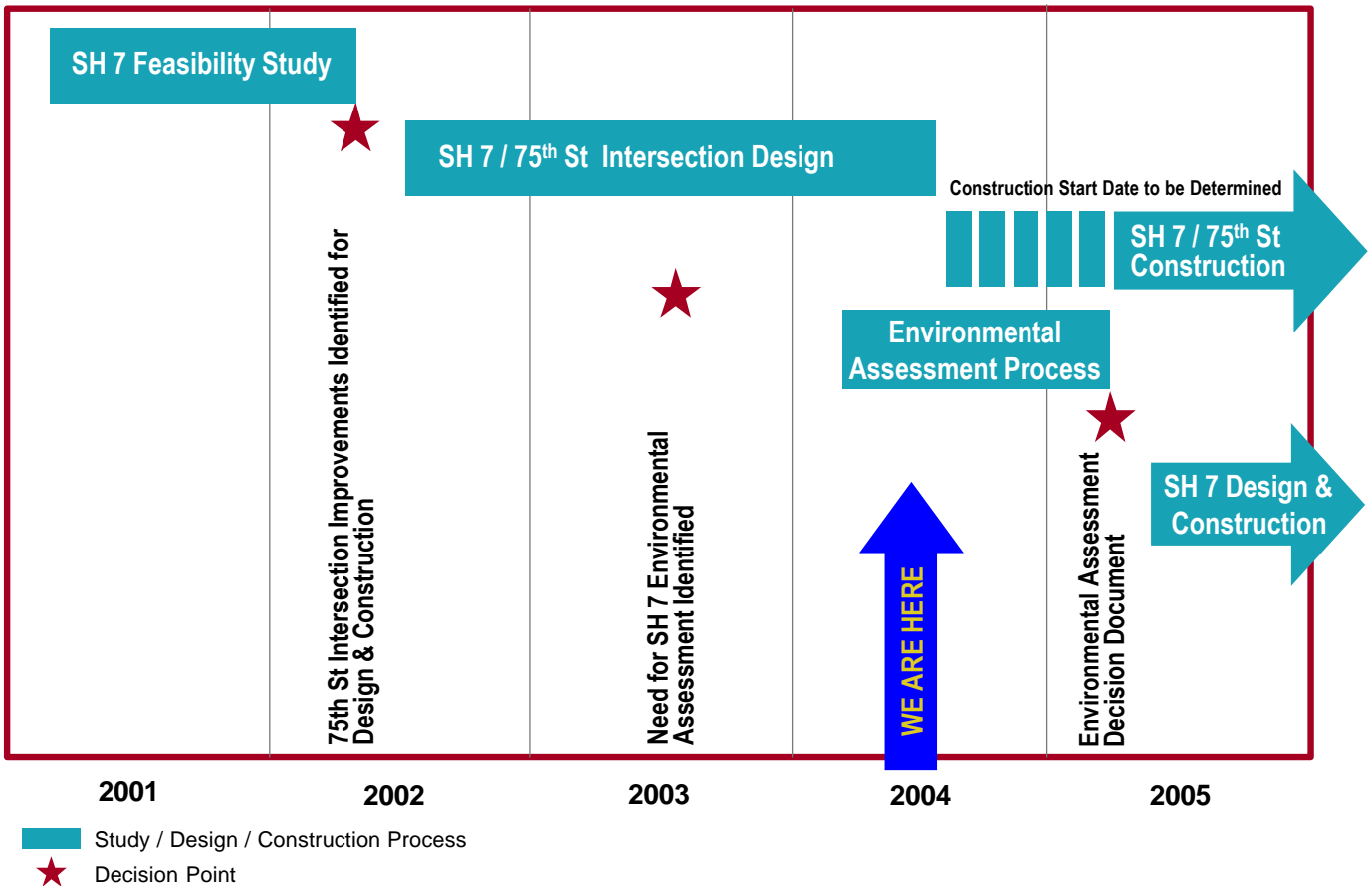
• **Parks and Recreation**



Where We Are in the Process and Why

CDOT initiated a *process* in 2001 to *evaluate, identify, design and construct* improvements to SH 7.

- ✓ The **first** step of the CDOT *process* produced a feasibility study that evaluated alternatives and identified initial improvements based upon the highest need. The intersection of SH 7 and 75th Street was identified to be designed and constructed.
 - ✓ The **second** step of the CDOT *process* resulted in the design of comprehensive, multi-modal improvements to the SH 7 and 75th Street intersection. The design is close to completion and construction of these improvements is anticipated to begin in late 2004 or early 2005.
 - ✓ The on-going CDOT evaluation *process* of SH 7 has identified an additional step requiring that enhancements to the SH 7 corridor between Cherryvale Road and 75th Street be developed and evaluated to determine if significant environmental or social impacts are anticipated to result from possible improvements. The current Environmental Assessment (EA), following NEPA requirements, will evaluate these impacts.
- Should a “build” alternative be identified through the EA process, CDOT anticipates designing and constructing improvements to SH 7 between 2005 and 2008.



What We Need From You

Voice Your Support – As you proceed through the presentation graphics, be sure to complete the Comment sheets. This will give CDOT direct feedback on what you think about the project and the presented alternatives.



Ask Questions – Representatives from CDOT and the design team are here to answer your questions.



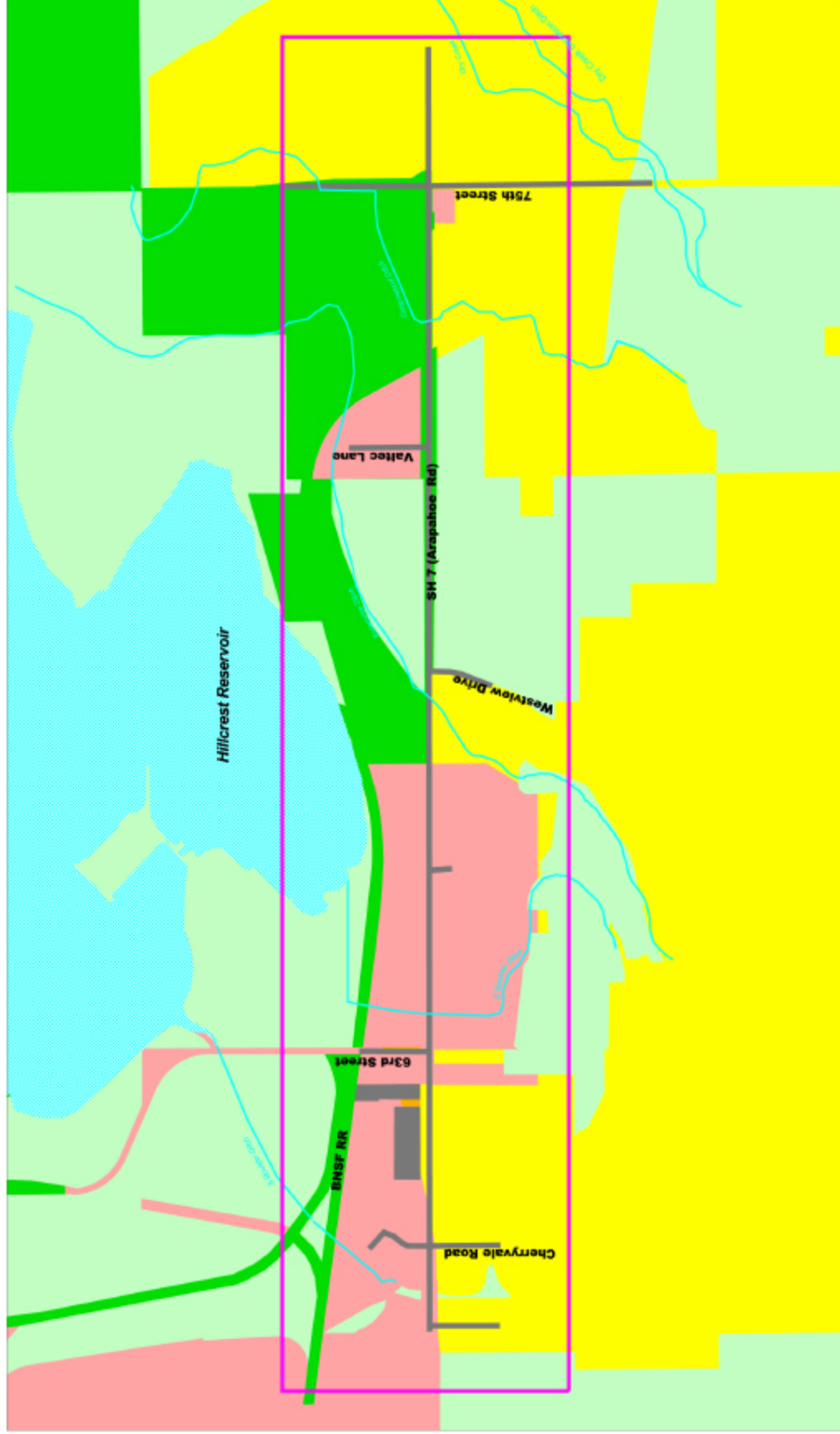
Share Your Comments – The main reason for this open house is for CDOT and the design team to get your feedback on the alternative design concepts. Please share your thoughts and take a few minutes to fill out a Comment Sheet.



Land Use

SH 7

Cherryvale Rd. to 75th St.



LEGEND

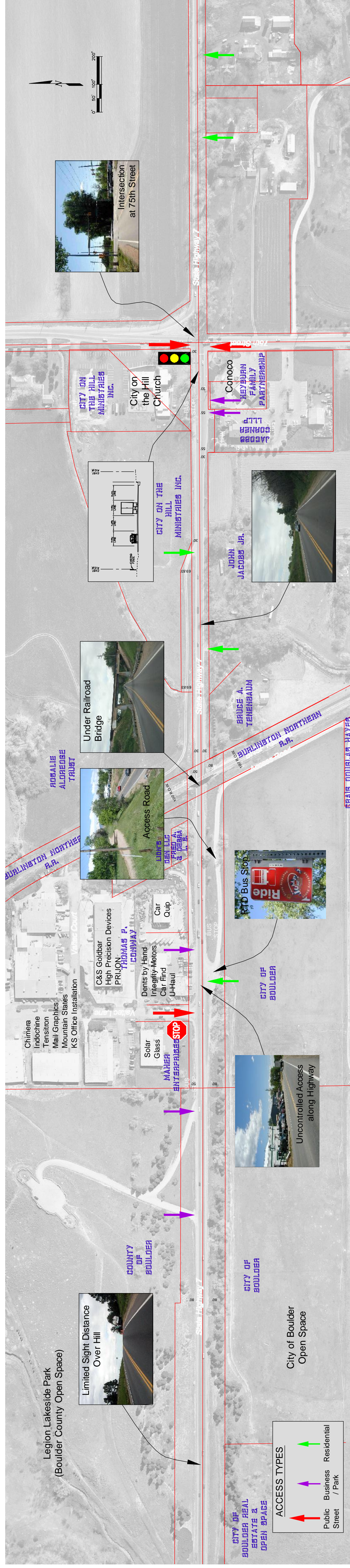
- Project boundary
- Water feature
- Industrial
- Residential
- Agricultural
- Business
- Open space

Scale: 0 300 600 Feet / 0 300 Meters

Source: City of Aurora, Colorado Department of Public Works, 2011

STATE HIGHWAY 7

EXISTING ROADWAY CONDITIONS



SH 7

Cherryvale Rd. to 75th St

Existing Transit, Bicycle and Pedestrian Facilities



LEGEND:

- Jump stop
- Jump route
- Project boundary
- Trails
- Bike path
- On-shoulder bike path
- Trail

Scale: 0 300 Feet / 0 300 Meters

North Arrow

SH 7 Environmental Assessment

Carter Burgess

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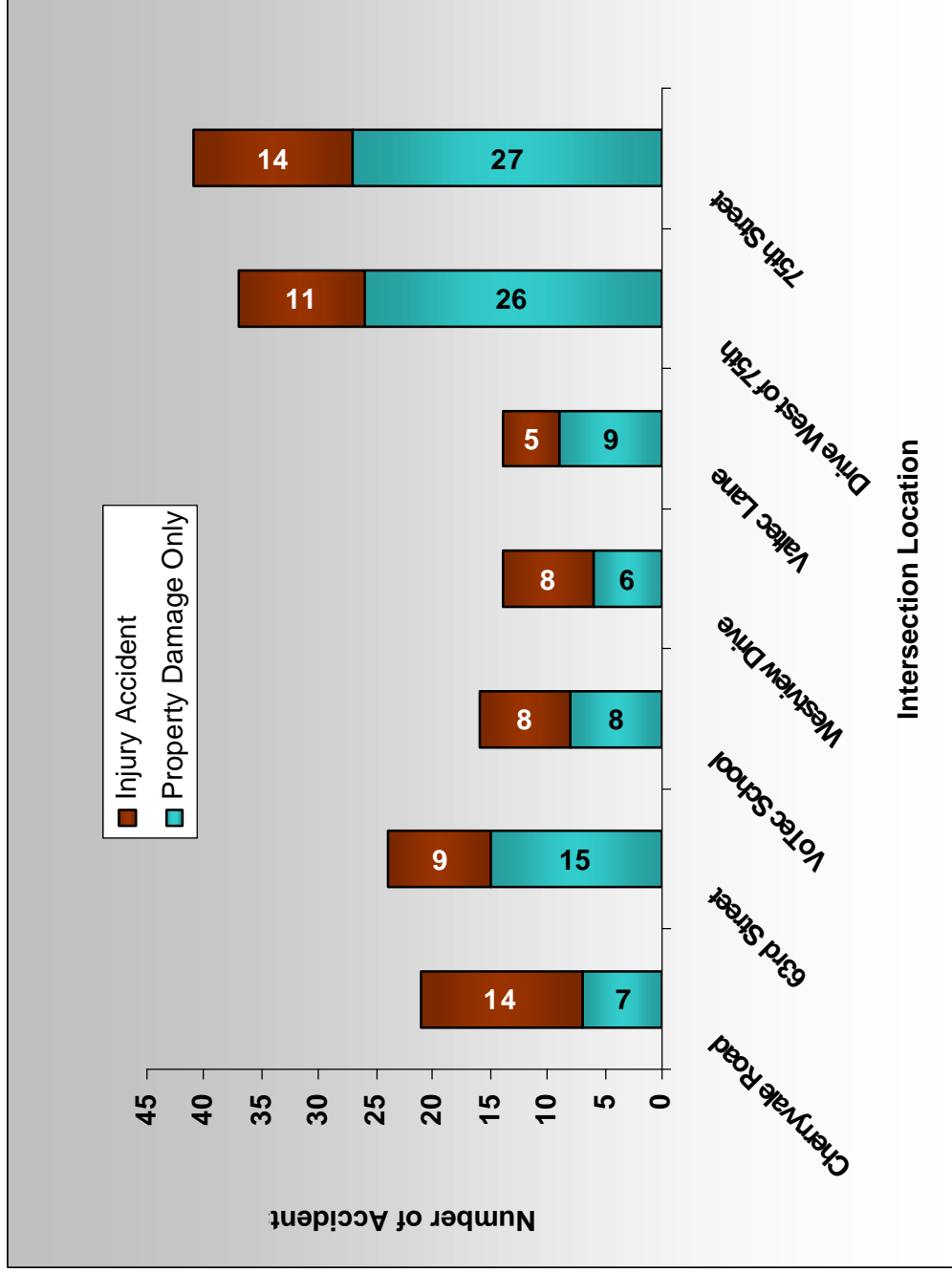


SH 7 Arapahoe Road

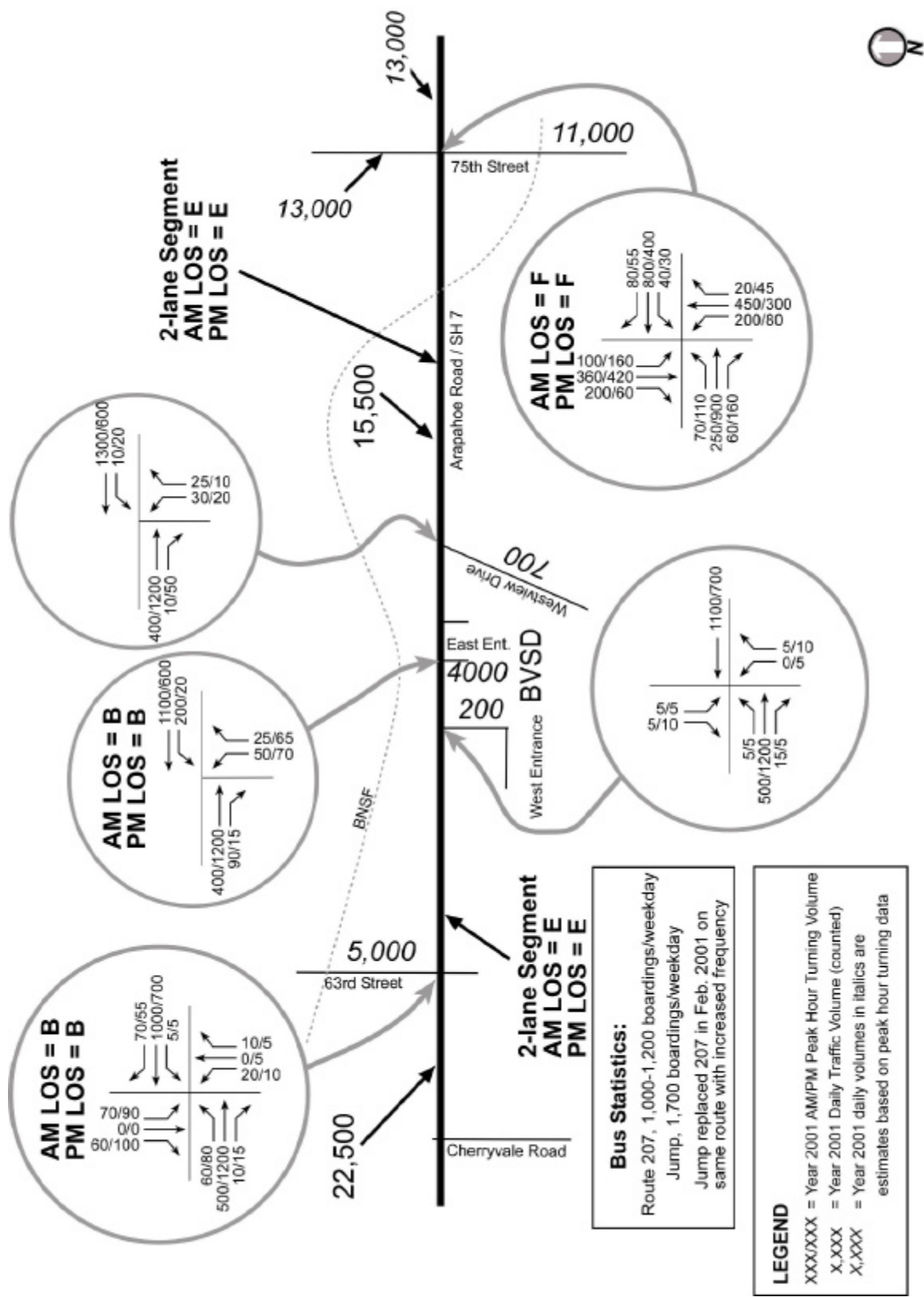
Intersection Accident Summary March 1, 1998 to December 31, 2002

SH 7

Cherryvale Rd. to 75th St.



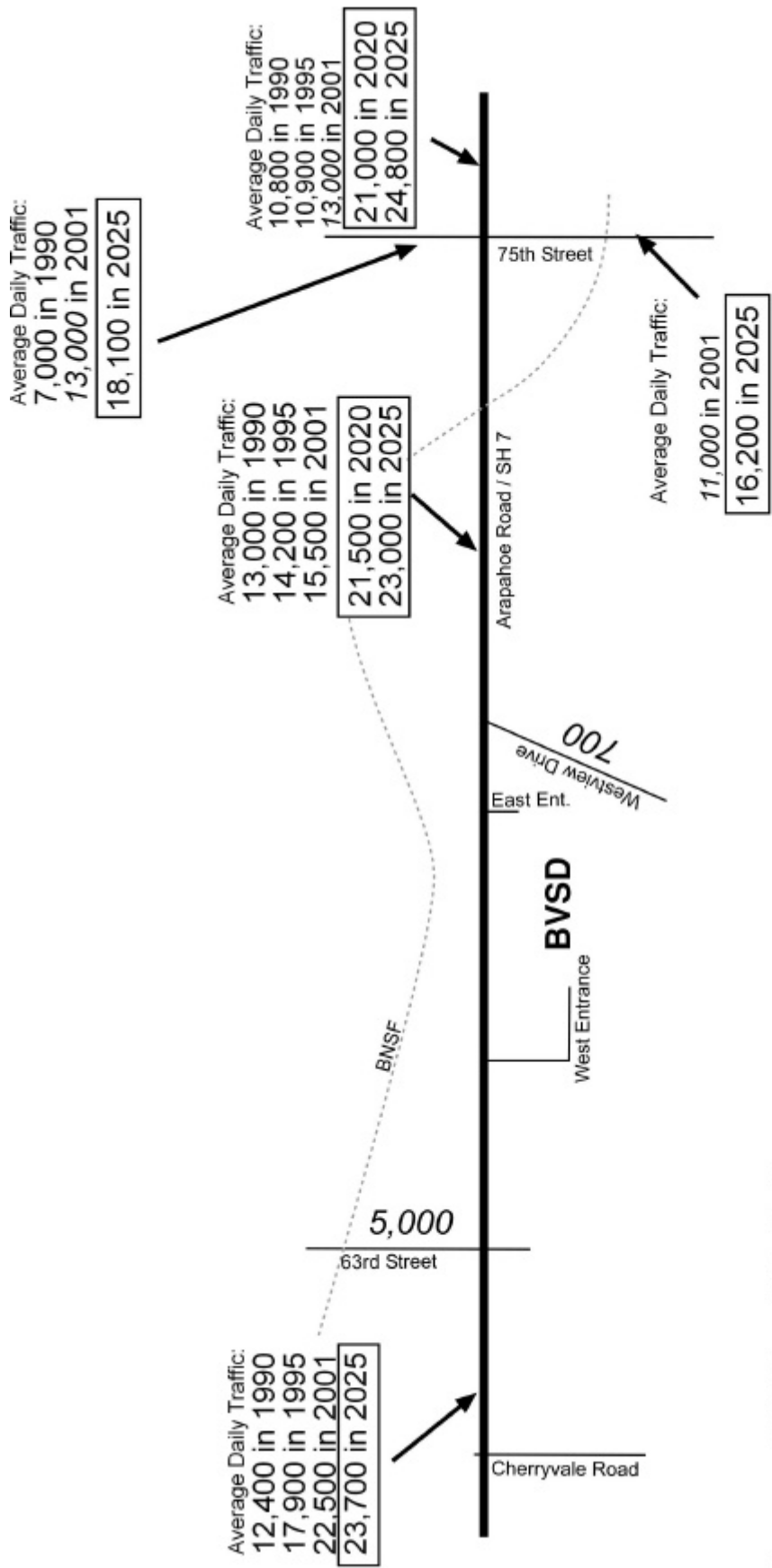
Traffic Count Data and Level of Service



Historic and Future Traffic in SH 7 Corridor

SH 7

Cherryvale Rd. to 75th St.



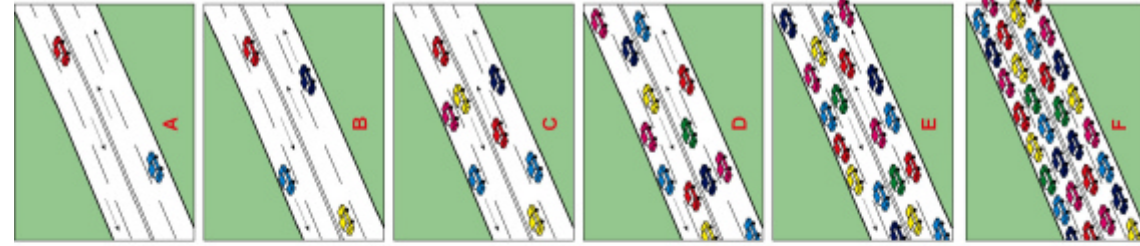
Source: SH 7 Feasibility Study

- 1990 data from City of Boulder
- 1995 data from Consortium of Cities
- 2001 data counted May, 2001
- 2020 forecasted data from feasibility study (in 2001/2002)
- 2025 raw forecasts from updated 2025 DRCOG model (Apr-2004)
- 2025 numbers are subject to revision

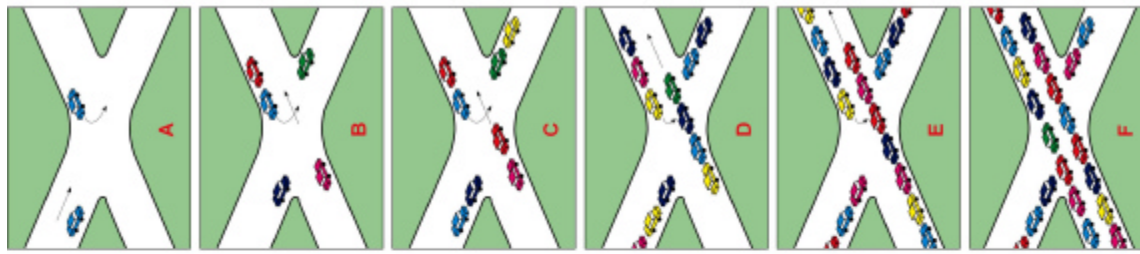
Level of Service Definitions – Urban Arterial & Intersections

SH 7

Cherryvale Rd. to 75th St



- LOS A** **Roadway Segments**
Free flow, low traffic density
- LOS B** Minimum delay, stable traffic flow
- LOS C** Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists
- LOS D** Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, preventing excessive backups
- LOS E** Actual capacity of the roadway involves delay to all motorists due to congestion
- LOS F** Forced flow with demand volumes greater than capacity resulting in complete congestion

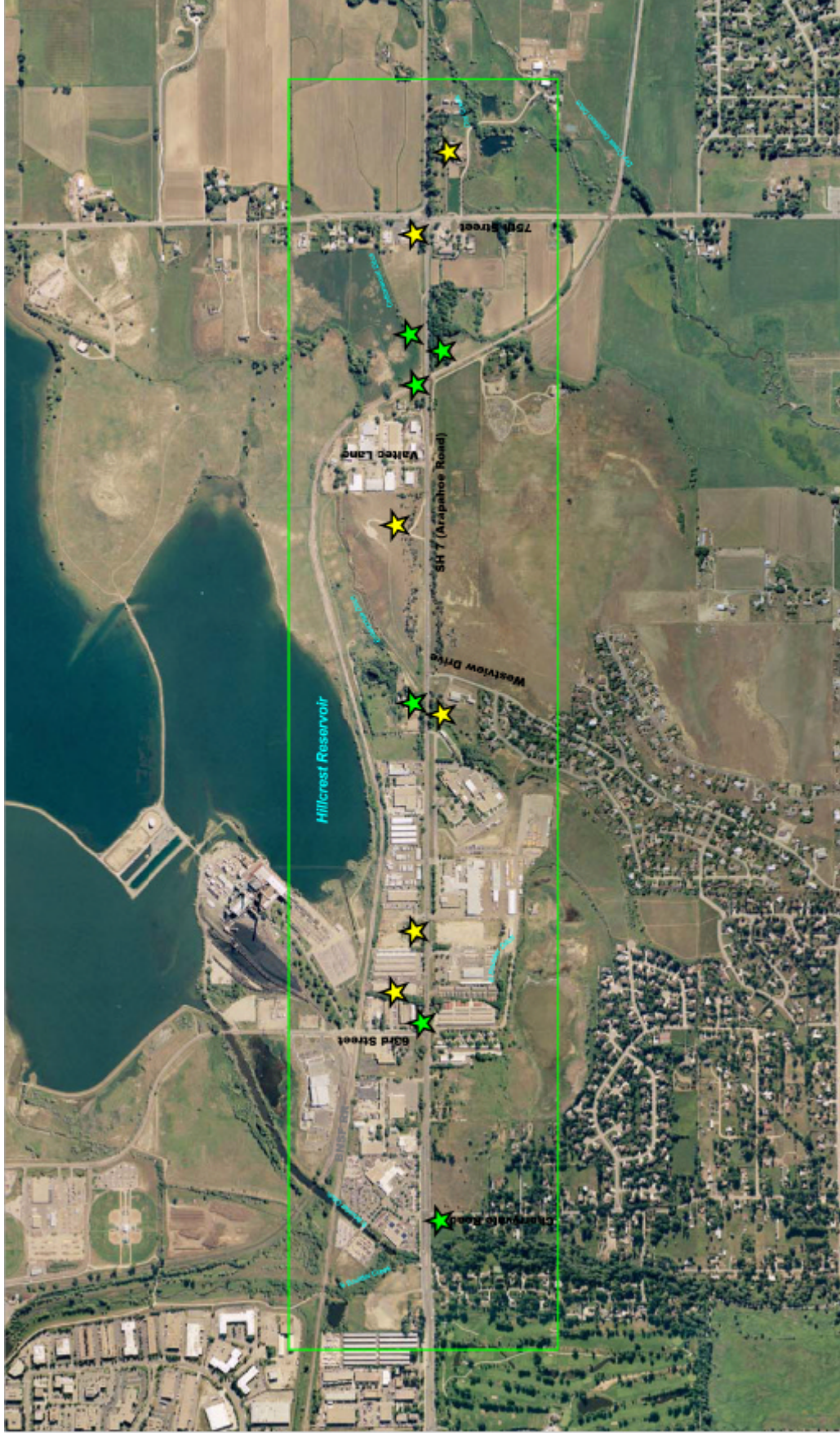


- LOS A** **Intersections**
No vehicle waits longer than one signal indication.
- LOS B** On a rare occasion, vehicles wait through more than one signal indication.
- LOS C** Intermittently, vehicles wait through more than one signal indication, occasionally backups may develop, traffic flow still stable and acceptable.
- LOS D** Delays at intersections may become extensive, but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups.
- LOS E** Very long queues may create lengthy delays.
- LOS F** Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a "gridlock" condition.

Historic Resources

SH 7

Cherryvale Rd. to 75th St.



LEGEND

- ★ Field Eligible National Historic Resources
- ★ Field Eligible Local Historic Resources

Source: State Historic Preservation Office, Field Review, 2011

Scale: 0 300 600 Feet / 0 300 Meters

SH 7 Environmental Assessment

Carter Burgess

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Park or Recreation Sites Including Bike and Pedestrian

SH 7

Cherryvale Rd. to 75th St.



LEGEND

- ▨ City of Boulder Parks and Open Space
- ▨ County of Boulder Parks and Open Space
- ▨ Other non-private ownership
- Bikeway
- On Shoulder Bikeway
- Trail

Scale: City and In. 1:25,000; 1:50,000
Map Date: February 2014

0 400 800 Feet
0 300 600 Meters

N

SH 7 Environmental Assessment

Carter Burgess

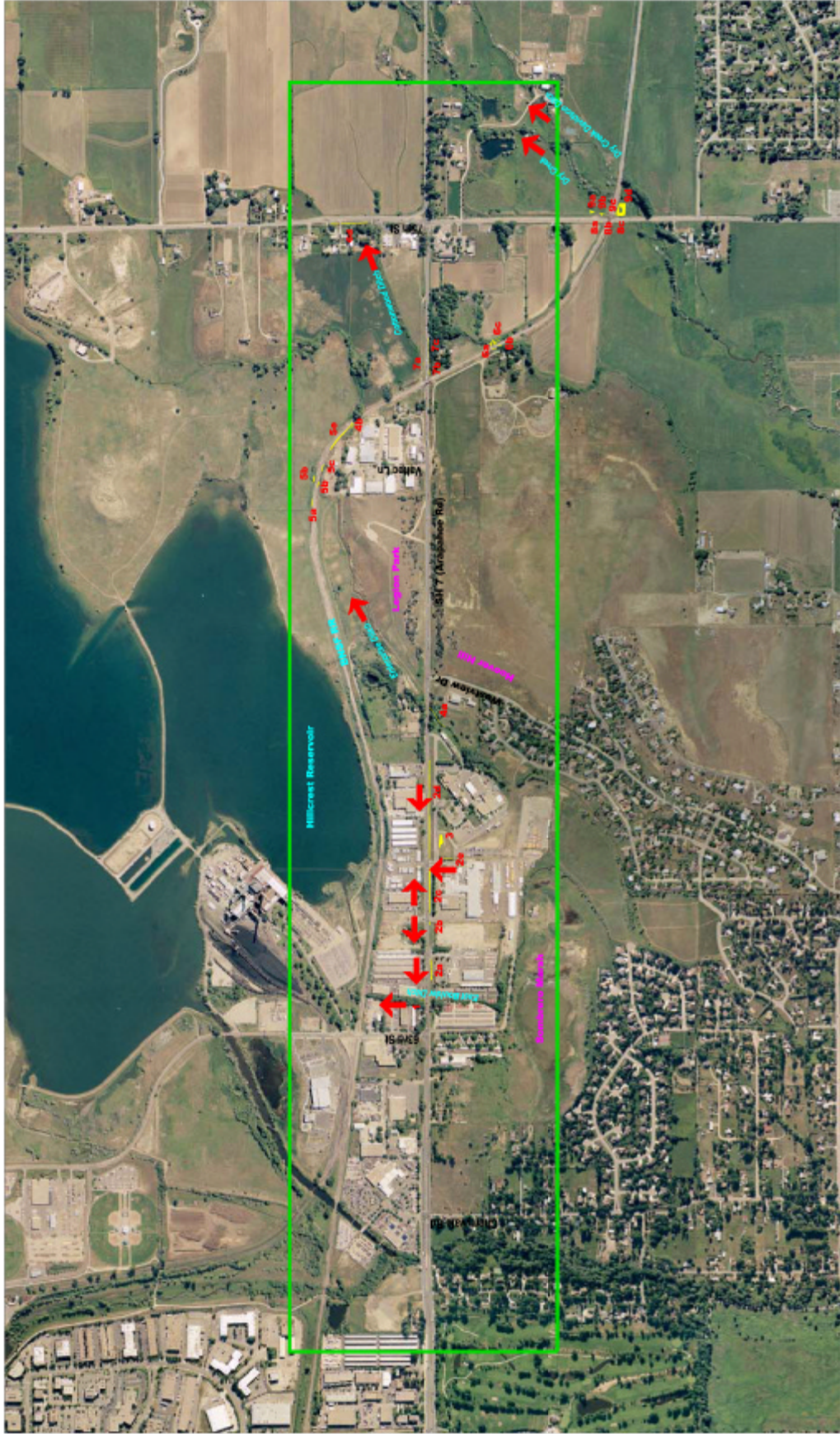
MULLER



Wetlands

SH 7

Cherryvale Rd. to 75th St.



LEGEND:

- Wetlands within highway and railroad rights-of-way, or on public lands
- Direction of Flow
- 1 East Banker Ditch
- 2 Rowles Ditch
- 3 SH 7 west of Hoover Hill
- 4 Enterprise Ditch, west
- 5 Adjacent to railroad
- 6 Colwood Ditch, west
- 7 Rowles Ditch, east
- 8 SH 7 east of Hoover Hill
- 9 Rowles Ditch, 75th St.
- 10 Dry Creek Floodplain

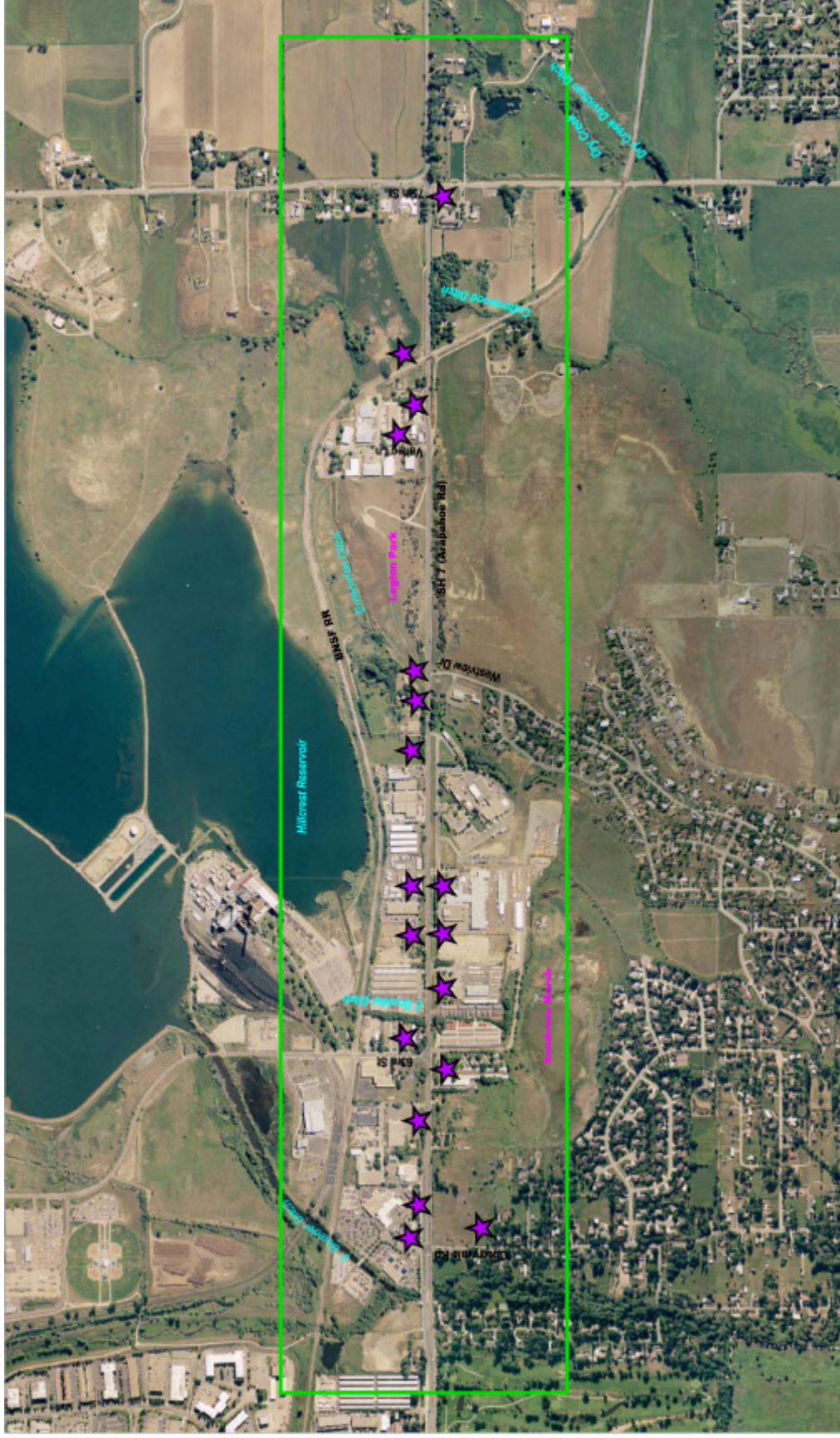
Scale: 0 800 Feet / 0 300 Meters

SH 7 Environmental Assessment

Potential Hazardous Materials Contamination

SH 7

Cherryvale Rd. to 75th St



LEGEND:

- ★ Sites of Potential Concern

Source: Colorado Dept. of Transportation, Region 4, Hazardous Materials Database

800 Feet / 300 Meters

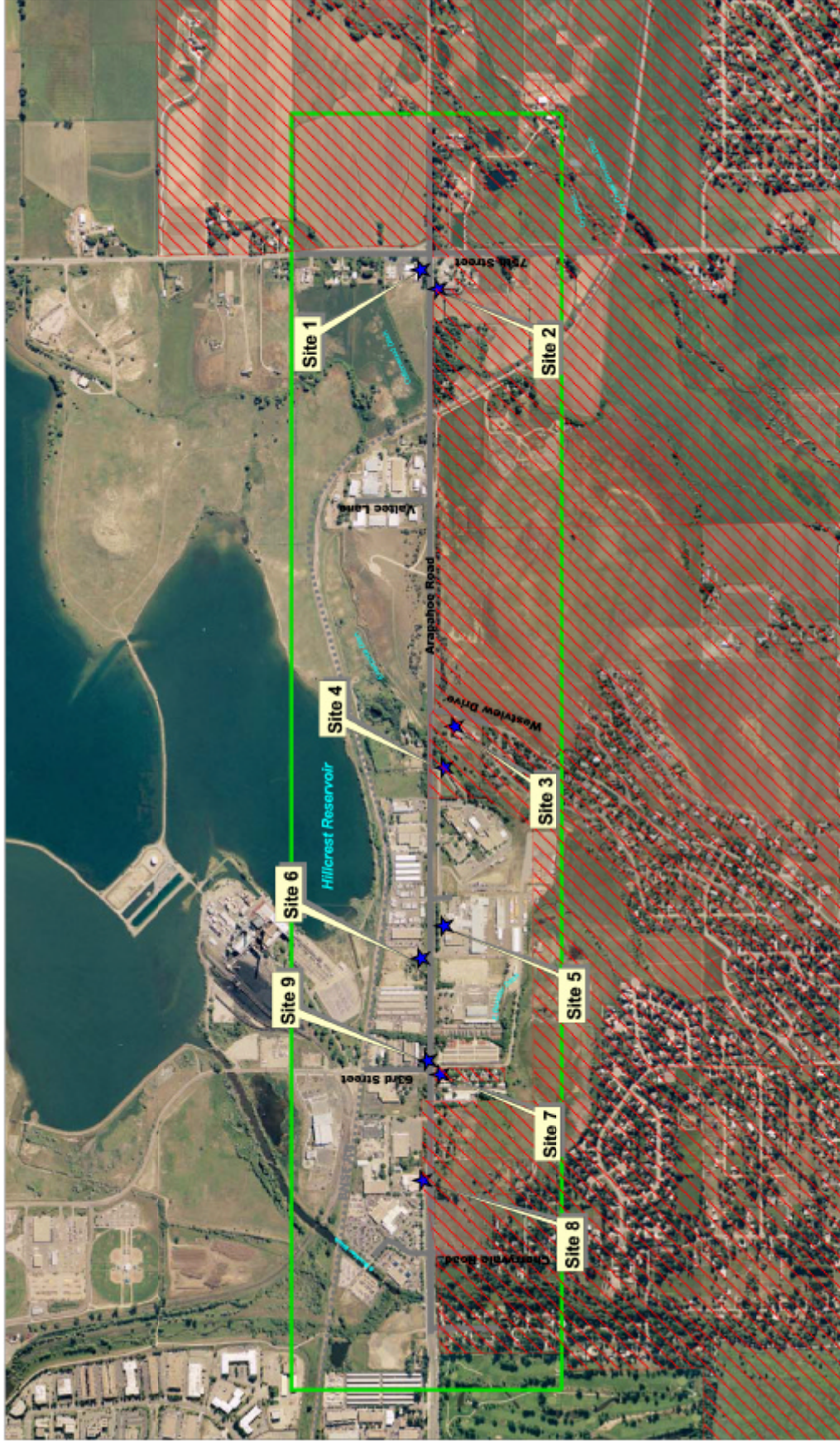
SH 7 Environmental Assessment



Noise Monitoring Locations

SH 7

Cherryvale Rd. to 75th St



LEGEND:

- Noise-sensitive land use (based on zoning)
- Project boundary
- Noise monitoring sites

Source: Google Earth, November, 2011
Scale: North, Easting

SH 7 Environmental Assessment

Carter Burgess

MULLER



Soils That Can Be Considered Prime or Unique Farmland*

SH 7

Cherryvale Rd. to 75th St.



LEGEND

- Prime or Unique Farlands

Scale: 0 800 Feet / 0 300 Meters

Map Date: 11/15/2017

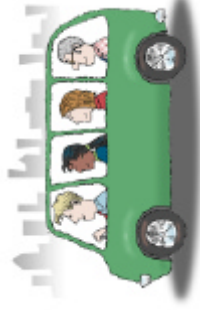
Note: The area shown as prime or unique farmland are soil types that can be classified this way. Areas that are developed can not be prime or unique farmland.

Congestion Management Options

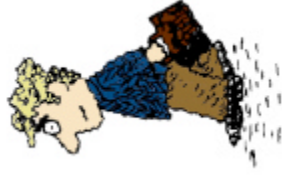
SH 7
Cherryvale Rd. to 75th St.



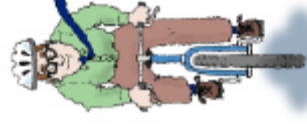
- *Encourage Carpools*
- *Promote DRCOG Vanpool Program*
- *Increase Frequency of Bus Service*



- *Encourage Additional Bus Ridership*



- *Encourage Telecommuting and Flex Hours*



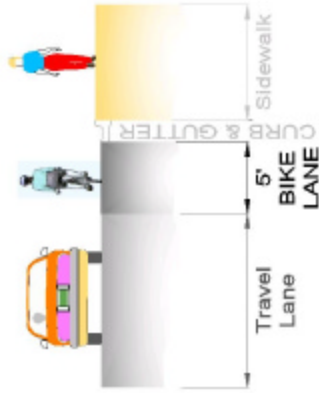
- *Provide Improved Pedestrian and Bicycle Facilities*

Pedestrian/Bike Alternatives

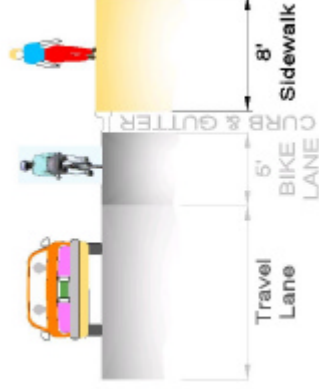
SH 7

Cherryvale Rd. to 75th St.

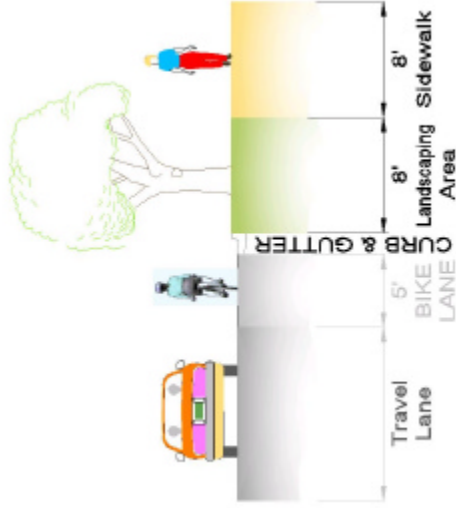
Possible Improvements for Pedestrians and Bicyclists can be incorporated into any roadway option.



On Street Bike Lanes –
Additional width is added in both directions for bicycle use. Provides separation between bikes and pedestrians.



8-Foot Attached Sidewalk – Sidewalks accommodate pedestrians along the roadway.



8-Foot Detached Sidewalk – A detached sidewalk provides a landscaping opportunity and buffer between pedestrians and traffic.



12-Foot Attached Trail -
Additional width can accommodate multiple uses such as bicycles and pedestrians on one path.

Roadway Enhancement Alternatives

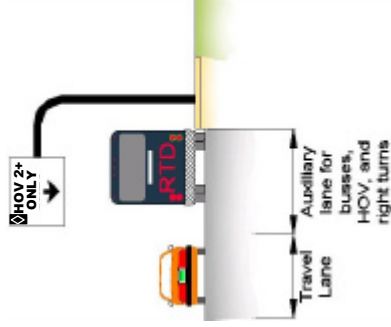
Possible Additional Lane Configurations

SH 7

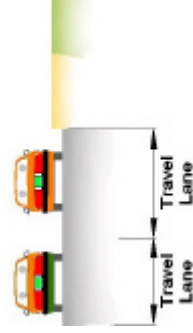
Cherryvale Rd. to 75th St

Improvements in safety and increases in capacity can be accomplished by providing additional travel lanes to the corridor, improving intersection operations by adding auxiliary and turn lanes at intersections, or by incorporating “special use” lanes at intersections.

Additional Lanes Along All or Portions of the Corridor

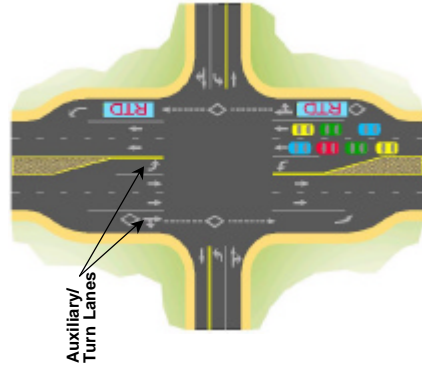


Transit Lanes – Lanes added exclusively for use by busses and carpools. Turning vehicles may utilize the lanes at the intersections.



General Use Lanes – Additional capacity can be added to an existing roadway by providing additional travel lanes. These travel lanes can be configured to serve all type of vehicles with no restrictions.

Additional Lanes at Intersections



Auxiliary/Turn Lanes provided at intersections to provide an additional lane, outside of through movement travel lanes, for vehicles to decelerate and turn from

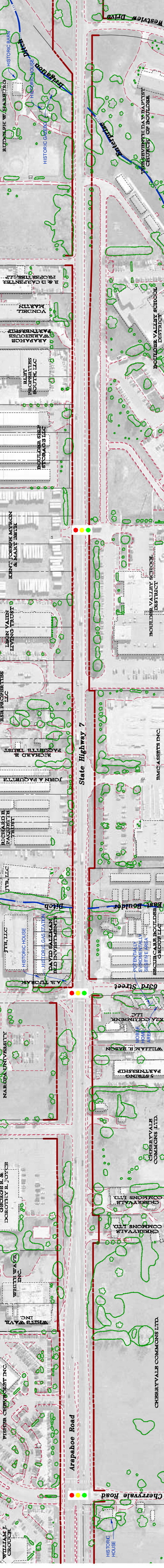
“Shared” Auxiliary/Queue Jump Lanes – Bus utilizes auxiliary/turn lanes as a through lane to allow it to “jump” the queue.



Signal Priority Queue Jump Lanes – Bus receives a green signal indicator several seconds before vehicles in the general purpose lanes

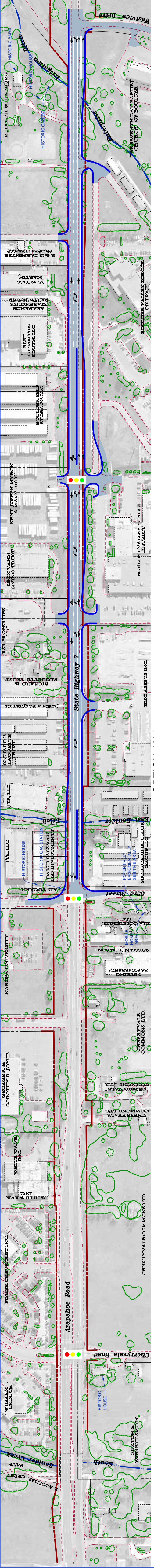
Legend

- Right-of-Way
- Existing Ditch
- Proposed Improvements
- Proposed Drive and Curb
- Proposed Lane Striping
- Severely Trill
- Signalized Intersection

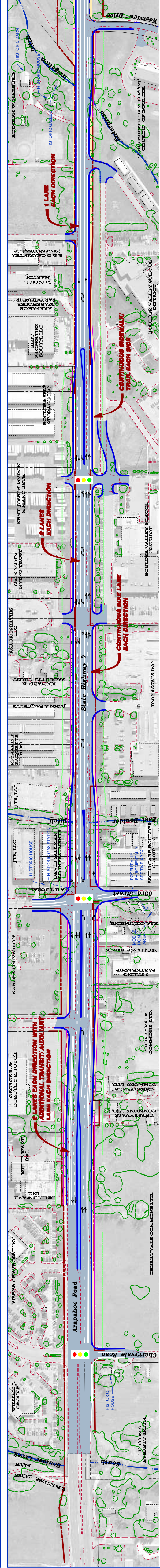
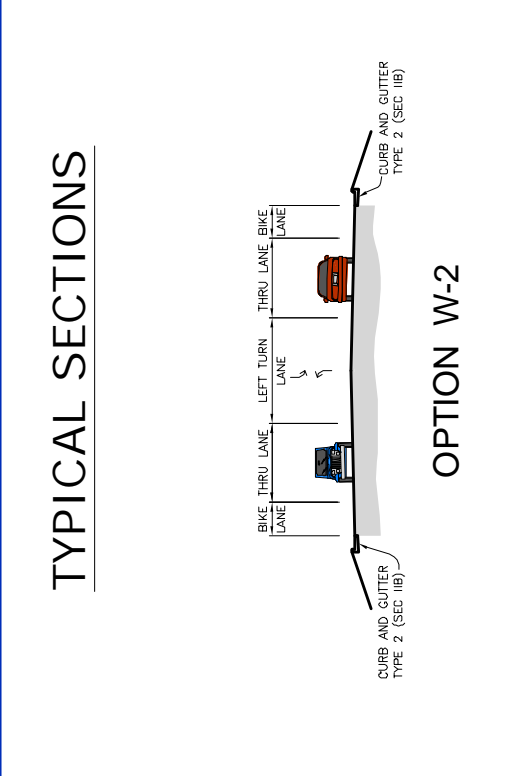


OPTION W-1
NO BUILD

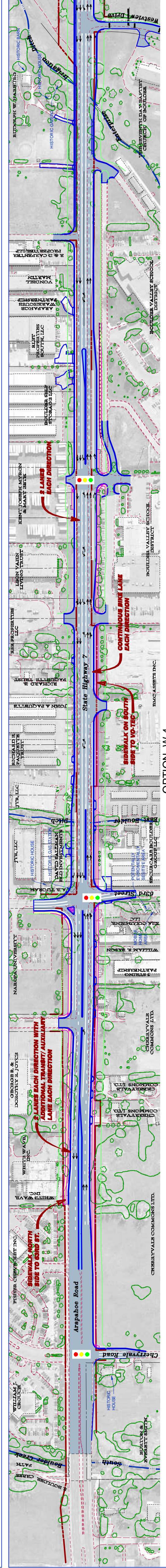
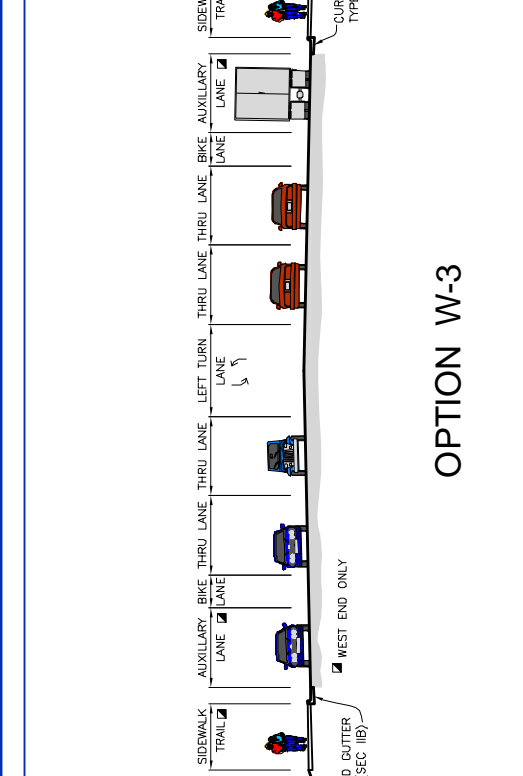
STATE HIGHWAY 7 POSSIBLE IMPROVEMENT OPTIONS CHERRYVALE ROAD TO WESTVIEW DRIVE



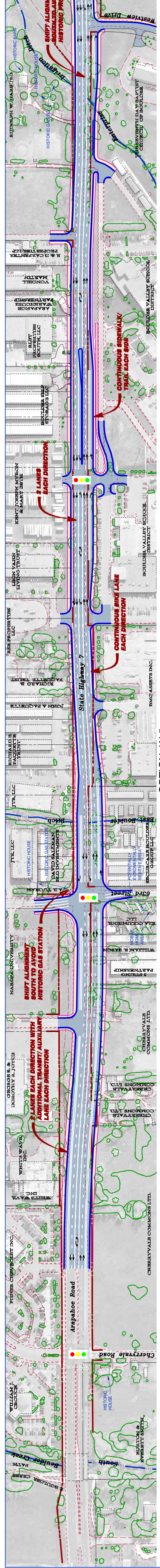
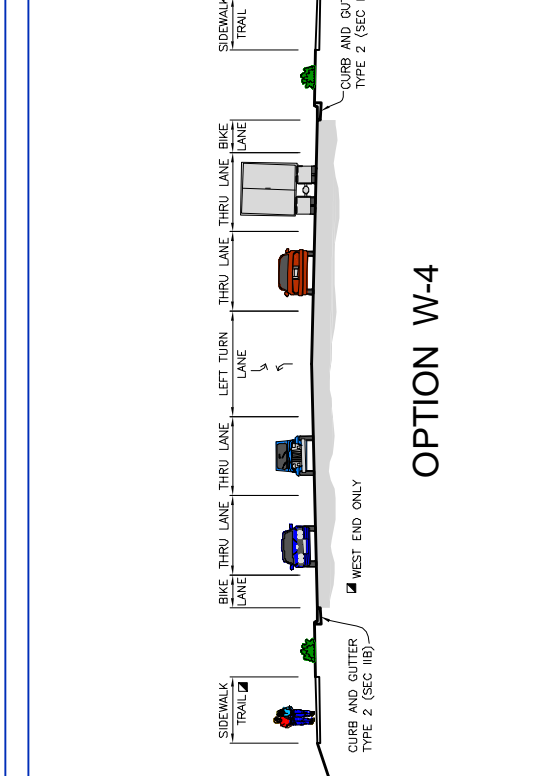
OPTION W-2
2-LANE SECTION WITH LEFT TURN AND RIGHT TURN LANES, AS REQUIRED



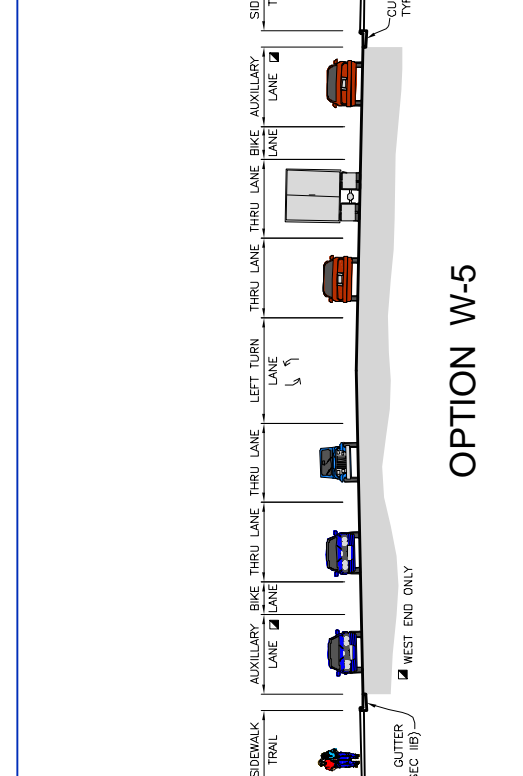
OPTION W-3
6-LANE URBAN SECTION (INCL. TRANSIT AUXILIARY LANE IN EACH DIRECTION) - CHERRYVALE TO 68RD
4-LANE URBAN SECTION - 68RD TO VOTEC ACCESS
2-LANE URBAN SECTION - VOTEC TO WESTVIEW



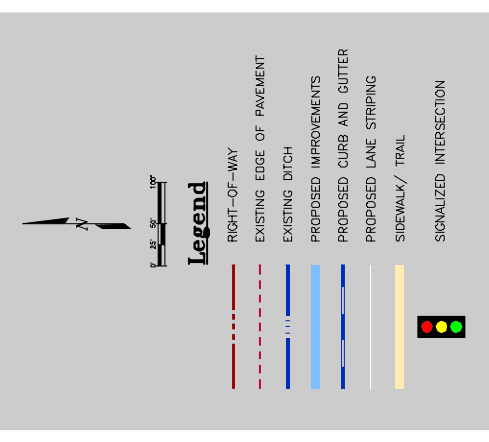
OPTION W-4
4-LANE URBAN SECTION WITH CONTINUOUS AUXILIARY TRANSIT LANE WEST OF VOTEC SCHOOL



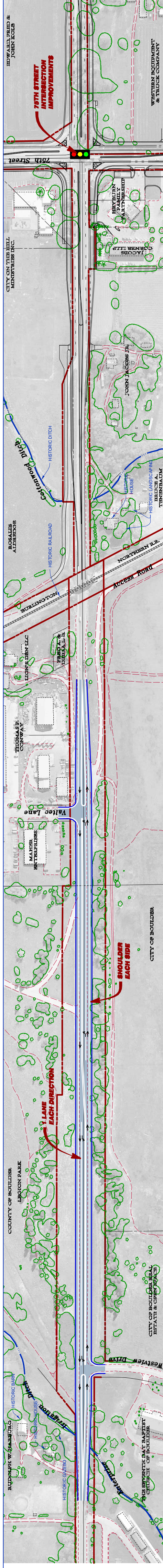
OPTION W-5
6-LANE URBAN SECTION (INCL. TRANSIT AUXILIARY LANE IN EACH DIRECTION) - CHERRYVALE TO 68RD
4-LANE URBAN SECTION - 68RD TO WESTVIEW
ALIGNMENT CONFIGURED TO AVOID NATIONAL HISTORIC REGISTER ELIGIBLE PROPERTIES



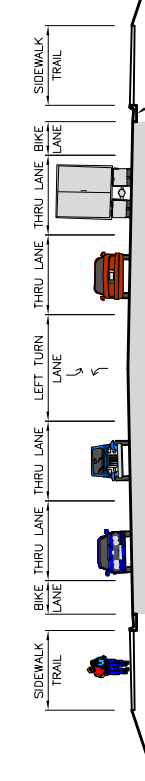
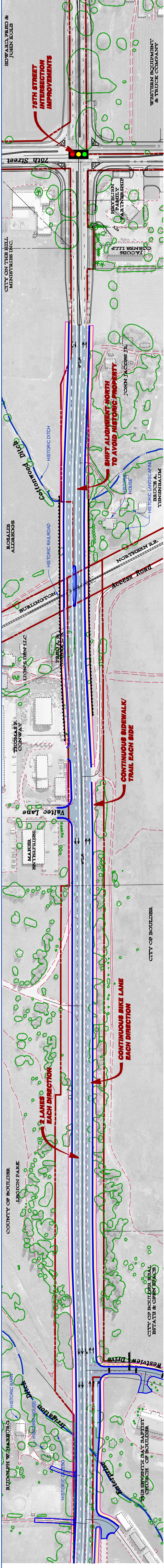
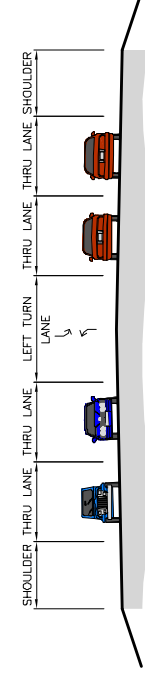
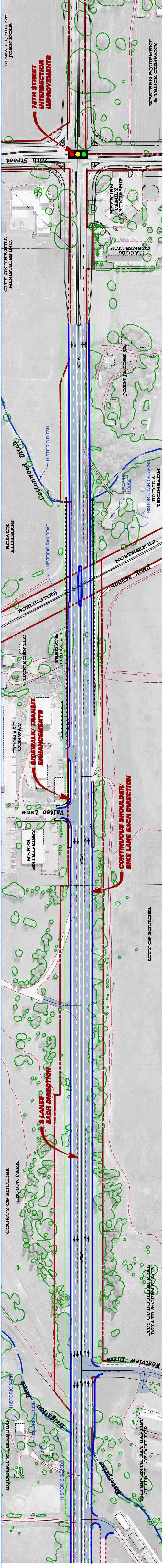
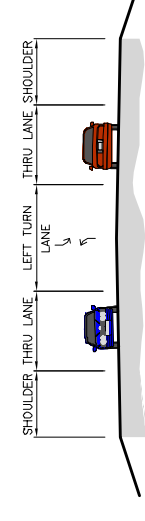
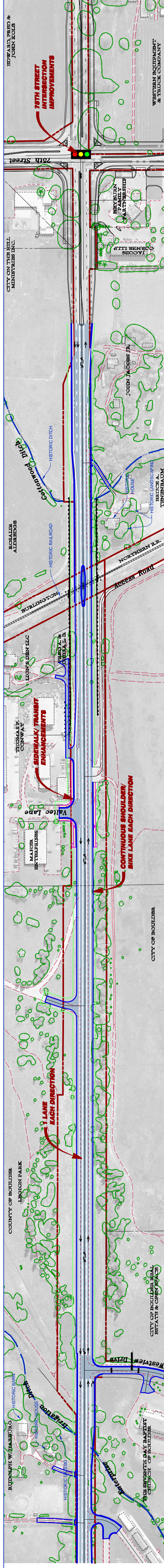
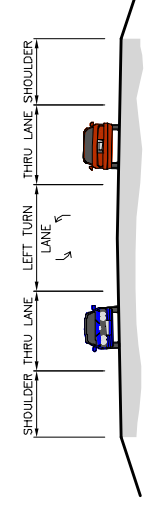
DATE: JUN 11, 2024 TIME: 10:51 AM
NAME: P:\01-071-96 SH 7 EA\06\BOARD-WEST-2004.dwg

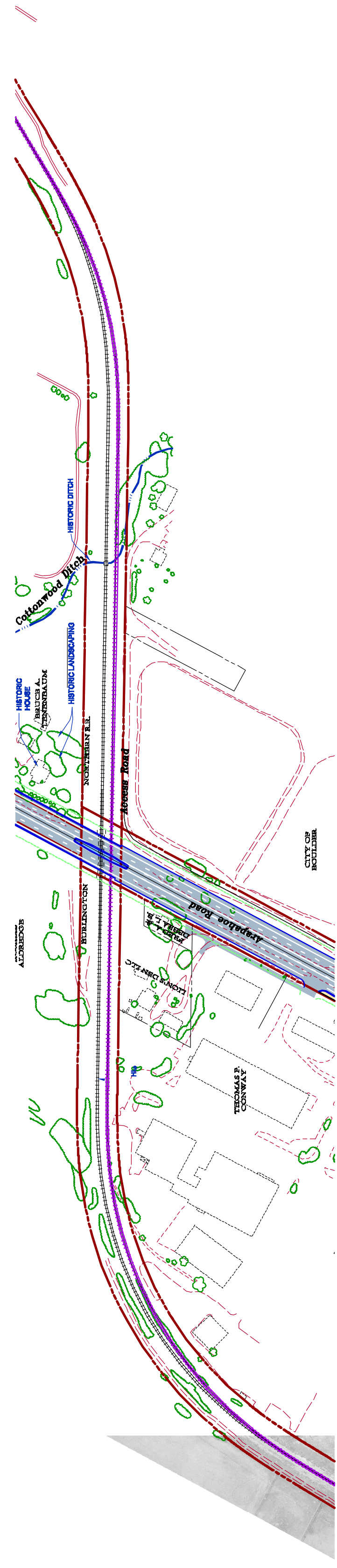
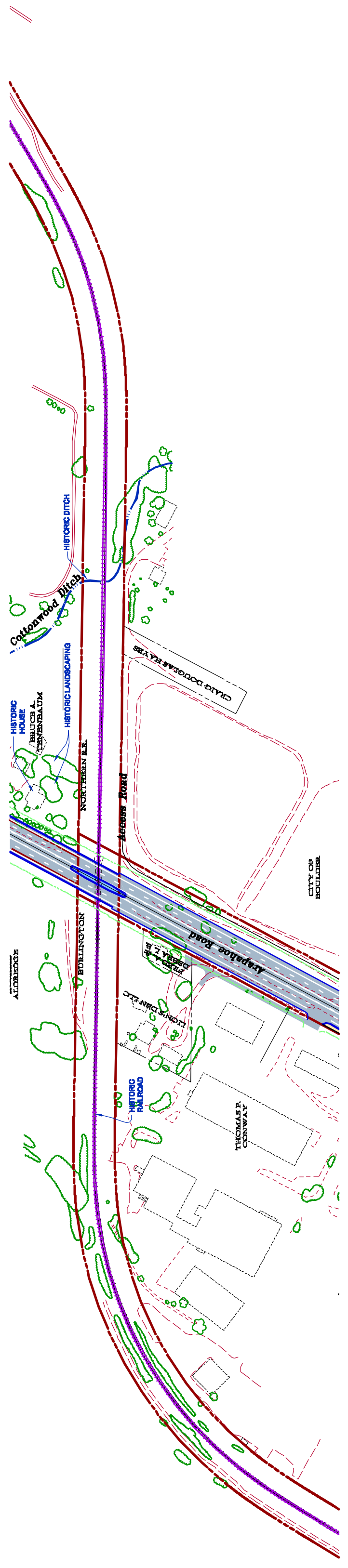


STATE HIGHWAY 7 POSSIBLE IMPROVEMENT OPTIONS WESTVIEW DRIVE TO 75TH STREET



TYPICAL SECTIONS





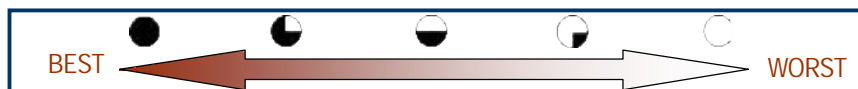
Preliminary Evaluation Criteria Matrix

Issues	Congestion Management	Improvement Alternatives- Cherryvale to Westview Drive					Improvement Alternatives- Westview Drive to 75th				
		No Action (West of Westview Drive)	W-2 Two-Lane Urban with Turn Lanes	W-3 Four-Lane Urban with Transit Lanes West of 63rd, 4- Lane to Votec, 2- Lane to Westview	W-4 Four-Lane Urban with Transit Lanes West of Votec School	W-5 Four-Lane Urban with Transit, Shifted to Avoid Historic Properties	No Action (East of Westview Drive)	E-2 Intersection Safety Improve- ments	E-3 Two- Lane Rural Section with Shoulders and Turn Lanes	E-4 Four- Lane Rural Section with Shoulders and Turn Lanes	E-5 Four- Lane Urban with Sidewalks Shifted to Avoid Historic Properties
Environmental Issues											
Wetlands	●	●	◐	○	○	○	●	●	◐	◐	○
Open Space	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Noise	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Air Quality	◐	○	◐	◐	●	●	○	◐	◐	●	●
Historic Resources	●	●	◐	○	○	●	●	●	◐	○	●
Section 4(f)	●	●	◐	○	○	●	●	◐	◐	◐	◐
Hazardous Materials	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Endangered Species	●	●	◐	○	○	○	●	●	◐	◐	○
Nesting Raptors	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Prairie Dogs	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Vegetation (Trees)	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Farmland	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Construction / Maintenance Issues											
Cost	●	●	◐	◐	◐	○	●	◐	◐	◐	○
Utilities	●	●	◐	◐	◐	◐	●	◐	◐	◐	◐
Maintenance Issues	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐
Railroad	●	N/A	N/A	N/A	N/A	N/A	●	●	○	○	○
Storm Drainage	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐
Irrigation Facilities	●	●	◐	◐	◐	◐	●	●	◐	◐	◐
Constructability	●	●	◐	◐	◐	◐	●	●	◐	◐	◐



Preliminary Evaluation Criteria Matrix

			Improvement Alternatives- Cherryvale to Westview Drive					Improvement Alternatives- Westview Drive to 75th				
Issues	Congestion Management	No Action (West of Westview Drive)	W-2 Two-Lane Urban with Turn Lanes	W-3 Four-Lane Urban with Transit Lanes West of 63rd, 4-Lane to Votec, 2-Lane to Westview	W-4 Four-Lane Urban with Transit Lanes West of Votec School	W-5 Four-Lane Urban with Transit, Shifted to Avoid Historic Properties	No Action (East of Westview Drive)	E-2 Intersection Safety Improvements	E-3 Two-Lane Rural Section with Shoulders and Turn Lanes	E-4 Four-Lane Rural Section with Shoulders and Turn Lanes	E-5 Four-Lane Urban with Sidewalks Shifted to Avoid Historic Properties	
				Transportation Issues								
Traffic Operations - Intersections	○	○	◐	◑	◒	◓	◔	◕	◖	◗	◘	
Traffic Operations - Segments	○	○	◐	◑	◒	◓	○	◕	◖	◗	◘	
Bus / HOV Travel Time	◐	○	◑	◒	◓	◔	◕	◖	◗	◘	◙	
Automobile Travel Time	◐	○	◑	◒	◓	◔	◕	◖	◗	◘	◙	
Accident Potential	◐	○	◑	◒	◓	◔	○	◕	◖	◗	◘	
Pedestrian / Bicycle Enhancements	◐	○	◑	◒	◓	◔	○	◕	◖	◗	◘	
Consolidation of Access	◐	○	◑	◒	◓	◔	○	◕	◖	◗	◘	
Compliance with DRCOG	◐	○	◑	◒	◓	◔	○	◕	◖	◗	◘	
Compliance with Boulder County RTTF Study	◐	○	◑	◒	◓	◔	○	◕	◖	◗	◘	
Compliance with City of Boulder Arapahoe Road Plan	◐	○	◑	◒	◓	◔	N/A	N/A	N/A	N/A	N/A	
Impact to Local Network	◐	○	◑	◒	◓	◔	○	◕	◖	◗	◘	
Community Issues												
Property Impacts - Business	◙	◘	◗	◖	◕	◔	◓	◒	◑	◐	○	
Property Impacts - Residential	◙	◘	◗	◖	◕	◔	◓	◒	◑	◐	○	
Property Impacts - Public Land / Parks	◙	N/A	N/A	N/A	N/A	N/A	◓	◒	◑	◐	○	
Impact to Low Income or Minority Populations	◙	◘	◗	◖	◕	◔	◓	◒	◑	◐	○	
Access	◑	◒	◓	◔	◕	◖	◗	◘	◙	◚	◛	
View Corridor	◙	◘	◗	◖	◕	◔	◓	◒	◑	◐	○	
Public Support												



MEMORANDUM

- To: Carol Parr, Helen Peiker CDOT Region. 4
- From: Lisa Powell, PE; Muller Eng.
- Date: December 6, 2004
- Proj. No. 01-021.06
- Re: **SH 7 – Cherryvale to 75th Street
Public Open House #2 – November 9, 2004**

The logo for Muller Engineering Company, Inc. features the word "MULLER" in a white, serif, all-caps font, centered within a dark blue rectangular background.

**Muller Engineering Company, Inc.
Consulting Engineers**

Irongate 4, Suite 100
777 S. Wadsworth Boulevard
Lakewood, Colorado 80226
303/988-4969 FAX
303/988-4939

Introduction

A Public Open House was held on November 9, 2004 at Platt Middle School in Boulder County for the SH 7 – Cherryvale to 75th St. project. The project was advertised in the Local Section of the *Boulder Daily Camera* on October 28, 2004. Twelve signs advertising the open house were placed along the project at major intersections several days prior to the meeting. Newsletters were mailed to 268 public agency representatives, residents, and business owners along the project (list attached). The meeting format was an open house with project representatives available to address any comments or questions from attending citizens. The focus of the meeting was to present updated project information, receive ideas and suggestions and answer questions about issues and concerns.

Approximately eighty-two people attended the meeting as indicated by the attendance roster that is attached to the back of this document (8 people heard about the meeting through the newspaper, 34 through the signs, and 30 through the mailer). Additionally, the following is a list of project representatives that were present:

Helen Peiker, CDOT
Carol Parr, CDOT
Dave Davis, CDOT
Mark Gosselin, CDOT
Dan Marcucci, CDOT
Sharleen Bakeman, CDOT
Bob Grube, CDOT
Gray Clark, Muller Engineering
Rob Carlson, Muller Engineering
Lisa Powell, Muller Engineering
Mari, Muller Engineering
Gina McAfee, Carter & Burgess
Troy Halouska, Carter & Burgess
Jonathan Bartsch, CDR Associates

Discussion

The intent of the meeting was to present the project background, potential environmental and social impacts of the alternatives, and the project alternatives to be analyzed in more detail in the Environmental Assessment. The following is a list of the boards, displays, and handouts available at the meeting according to subject matter. Reduced copies of the graphics are attached to this document.

STATION ONE: PROJECT INTRODUCTION

- ◆ Welcome / Purpose of the Open House
- ◆ Project Location and Study Area
- ◆ Project Purpose and Need
- ◆ Summary of Previous Project Work

STATION TWO: ENVIRONMENTAL ASSESSMENT PROCESS

- ◆ What Is NEPA
- ◆ Environmental Assessment Process
- ◆ Contents of an Environmental Assessment
- ◆ Where We Are in the Process and Why
- ◆ What We Need From You

STATION THREE: EVALUATION MATRIX AND SELECTED ALTERNATIVES

- ◆ Roadway Evaluation Criteria Matrix
- ◆ SH 7 Selected Alternatives
- ◆ Photo Simulation of Cut Over hill (4 boards)
- ◆ Railroad Evaluation Criteria Matrix
- ◆ Railroad Alternatives Evaluated in Matrix

STATION FOUR: ENVIRONMENTAL IMPACTS

- ◆ Parks and Recreation Impacts
- ◆ Wetland Impacts
- ◆ Historic Resources
- ◆ Potential Impacts to Historic (2 boards)
- ◆ Noise
- ◆ Potential Impacts to Mobile Home Park

STATION FIVE: PUBLIC AND AGENCY INVOLVEMENT

- ◆ Previous Comments and Opportunities for Involvement
- ◆ What's Next?

Attendees were provided a comment sheet to be completed and turned in at the meeting or to mail in prior to November 30, 2004. The comment sheet contained three questions to gather feedback on specific issues in addition to space for general comments. A total of 75 comment sheets were received. The individual comment sheets are attached to this document.

Public Comments

The comment sheets received are summarized below:

Question 1: Three alternatives are presented at this meeting. Alternative 1 is the no-build with no improvements. Alternative 2 is a 4-lane section to Votec and a 2-Lane section between Votec and the 75th improvements. Alternative 3 is a 4-lane section for the study area. Which do you prefer?

- Alternative 3 (Four-Lane) (53 responses)
- Alternative 2 (Two-Lane) (12 responses)
- Alternative 1 (No-Build) (5 responses)

Question 2: In the area of Legion Park and the City of Boulder Open Space (top of the hill), both cut slopes and retaining walls are being considered. Cut slopes would require a larger construction impact area affecting more vegetation and trees, while retaining walls would be up to 20-23' tall. Which do you prefer?

- Cut Slopes (43 responses)
- Retaining Walls (18 responses)

Question 3: What pedestrian improvements should be incorporated between Westview and 75th?

- 12' Multi-Use Path (44 responses)
- None (10 responses)
- 8' Sidewalk (8 responses)

General Comments

- SH 7 should be improved further east than 75th (to 95th or SH 287) (19 comments)
- Concerns at Westview (15 comments)
 - *Left turn in/out of Westview difficult. (5 comments)*
 - *Widen Westview to incorporate a right turn only lane. (4 comments)*
 - *Consider signal at Westview. (3 comments)*
 - *Connect Westview to the signal at Votec. (3 comments)*
- Pedestrian/Bicycle Improvements (7 comments)
 - *Happy Bicycle lanes/facilities have been incorporated into the project. (4 comments)*
 - *Multi-use path should be fine crusher gravel. (1 comment)*
 - *Sidewalks should be continuous on both sides throughout the alignment. (1 comment)*
 - *Add "Yield to Bikes" signs to right-merge lanes so that motorists will yield to straight-thru cyclists and continue bike striping through intersections. (1 comment)*
- Project is overdue. (7 comments)
- Comments regarding other modes of travel (5 comments)
 - *In favor of rail and multi-modal use. (1 comment)*
 - *Provide bus priority lanes. (1 comment)*
 - *Bus lane at 63rd eastbound should be incorporated. (2 comments)*
 - *Bus lane at 63rd eastbound not needed. (1 comments)*

- Property impact concerns (4 comments)
 - *Myron property has row of trees they were forced to plant and want to be saved. (1 comment)*
 - *The improvements are encroaching on the detention pond on the Conway property. There is a septic tank next to the detention pond. (1 comment)*
 - *Concern that rail will move closer to Tenenbaum property. (1 comment)*
 - *Right in/right out a concern for business access. (1 comment)*
- Concern regarding walls. (4 comments)
 - *Graffiti will be a problem if walls are built. (2 comments)*
 - *Concerned about aesthetics of walls. Possibly incorporate birds in the area on them. (1 comment)*
 - *Concern with sight restrictions and icing problems from shadow. (1 comment)*
- High traffic speed is a concern. (4 comments)
- Don't significantly lower roadway at highpoint (Legion Park) (4 comments)
- Concern regarding trees. (3 comments)
 - *Save as many trees as possible and replace trees that are removed. (1 comment)*
 - *Take down trees at 75th. (1 comment)*
 - *Sad cottonwoods are being taken down in vicinity of 75th St. (1 comment)*
- Noise is a concern. (3 comments)
- Turn in/out of Park Lake is a concern signal and/or turn lanes should be considered. (3 comments)
- Concern about light pollution. (2 comments)
- Concern about access/congestion during construction. (2 comments)
- Narrowing to 2-lanes will cause a bottleneck. (2 comments)
- Cut slopes appear more natural/rural. Trees can be re-grown. (2 comment)
- Horse crossing of SH7 (possibly below SH 7at Enterprise Ditch) is needed. (2 comments)
- Maintain rural character of road. (No sidewalks/city trees) (2 comments)
- SH7 should not be 4-lanes at 95th. (1 comment)
- Left turn signal for east-bound traffic at 63rd should only operate at the beginning of the cycle and not stop west-bound traffic. (1 comment)
- Consider impact on SH7 of new housing east of SH 287 (1 comment)
- Lane merge at Cherryvale and 55th are confusing. More signage would be helpful. (1 comment)
- Both build plans are too wide. Arapahoe Road in the City should be narrowed. (1 comment)
- SH7 does not warrant cost and impacts of widening. (1 comment)
- CDOT should have more public outreach instructing people how to use merge lanes and drive in snow. (1 comment)
- Votec school should have only one entrance due to near accidents. (1 comment)
- City/county parks should pay for multi-use path. (1 comment)
- Willow and Arapahoe needs turn lanes. (1 comment)

COMMENT SHEET

Public Open House, November 9th, 2004
Arapahoe Road (S.H. 7) – Cherryvale to 75th Street
Environmental Assessment Study



Your suggestions and/or comments are solicited at this time regarding the selected alternatives on Arapahoe Road (State Highway 7) between Cherryvale and 75th Street. Input regarding the alternatives presented and any other comments are welcome.

Please hand in this sheet at the public meeting or mail in or fax it before November 30, 2004 to Gray Clark, Muller Engineering Company, Irongate 4, Suite 100, 777 S. Wadsworth Blvd., Lakewood, CO 80226, Fax 303.988.4969.

The following are issues CDOT would like specific feedback on:

- 1. Three alternatives are presented at this meeting. Alternative 1 is the no-build with no improvements. Alternative 2 is a 4-lane section to Votec and a 2-Lane section between Votec and the 75th improvements. Alternative 3 is a 4-lane section for the study area. Which do you prefer?

Alternative 1 (No-Build) Alternative 2 (Two-Lane) Alternative 3 (Four-Lane)

- 2. In the area of Legion Park and the City of Boulder Open Space (top of the hill), both cut slopes and retaining walls are being considered. Cut slopes would require a larger construction impact area affecting more vegetation and trees, while retaining walls would be up to 20-23' tall. Which do you prefer?

Retaining Walls Cut Slopes

- 3. What pedestrian improvements should be incorporated between Westview and 75th?

12' MultiUse Path 8' Sidewalk None

General Comments _____

NAME: _____

ADDRESS: _____

TELEPHONE NO. _____

Welcome to the State Highway 7 Environmental Assessment Study Open House

Purpose of the Open House

- Ø Introduce the Project Team and Purpose for the Study
- Ø Describe the National Environmental Policy Act (NEPA) Process
- Ø Share Potential Environmental Impacts and Identify Critical Issues and Constraints
- Ø Present Alternatives to be Analyzed in the Environmental Assessment Including the Preferred
- Ø Solicit Public Feedback on Selected Alternatives
- Ø Outline “What’s Next” in the Process

Project Location and Study Area



Project Purpose and Need

The **purpose of the project** is to:

- Serve the population and employment growth in the surrounding communities
- Improve traffic operational efficiency
- Improve safety conditions



- Upgrade outdated transportation facilities
- Improve mobility for multiple modes of transportation (pedestrian, bicycle, transit)

The following deficiencies and problems **identify the need to develop solutions to the SH 7 transportation system:**

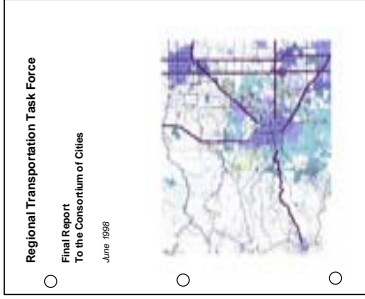
- CDOT and local jurisdictions have identified SH 7 is an important commuter and intra-regional arterial roadway.
- Traffic volumes are expected to increase 48% between 2001 and 2025 due to regional growth.
- There is insufficient capacity to meet current and future projected traffic volumes along the corridor.



- SH 7 is currently experiencing poor operating traffic conditions in the peak hours resulting in delays and long queues at signalized intersections. Future traffic growth is expected to increase these delays and queues.
- Accident history indicates congestion and access issues based upon the high percentage of intersection related crashes.
- There is a lack of adequate pedestrian, bicycle and bus stop facilities along the corridor.
- Driveway locations are poorly controlled and located.
- The out-dated highway does not meet the current standards and needs for this classification of roadway.
- Bus service along the corridor is adversely impacted by poorly operating traffic conditions, leading to delay.
- Future population and employment growth serving the communities of Lafayette, Louisville, Erie and Boulder result in increased commuter roadway needs.

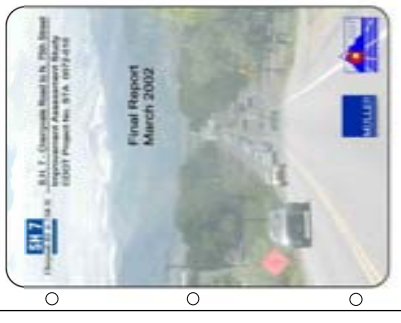


Summary of Previous Work



Regional Transportation Task Force Final Report (1998)

The Boulder County Regional Transportation Task Force completed a study in 1998, which evaluated the increasing traffic congestion along six major regional corridors, including SH 7. The Final Report recommended intersection and transit improvements to SH 7.



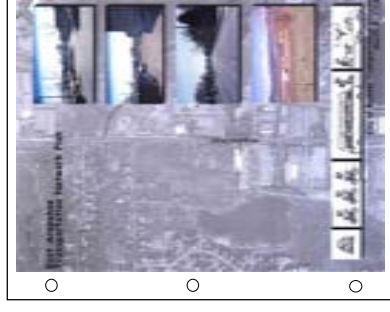
SH 7 Improvement Assessment Study (2002)

CDOT initiated a feasibility study in 2001 to evaluate improvement alternatives to SH 7 between Cherryvale Road and 75th Street. The study, completed in March 2002, identified an improvement project to be designed and constructed at the 75th intersection and also identified conceptual improvements to the remainder of the corridor.



SH 7 & 75th Intersection Improvements (2003-2004)

Following the recommendations of the *SH 7 Improvement Assessment Study*, CDOT has undertaken the design of improvements to the SH 7 and 75th Street intersection. CDOT is completing the design and anticipates construction to begin in the Spring of 2005 on these comprehensive, multi-modal improvements to the intersection of SH 7 and 75th Street.



East Arapahoe Transportation Network Plan (2004)

The City of Boulder developed a network plan for Arapahoe Road (SH 7) in 2004 that defines transportation improvements for all modes of travel. The plan identified proposed multi-use paths and sidewalks, on-street bike lanes and transit improvements for SH 7 east of Cherryvale Road.

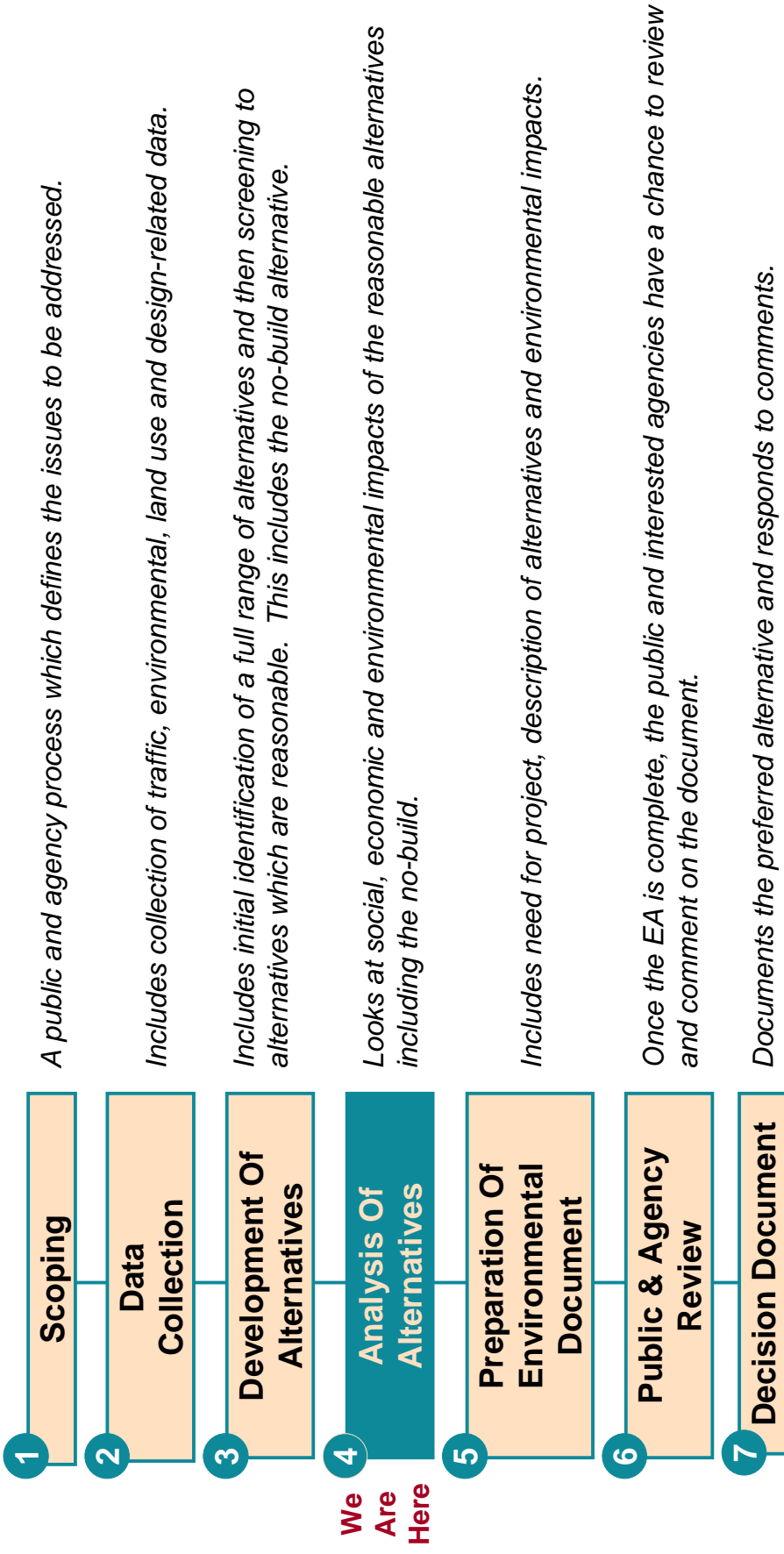
What is NEPA?

- **National Environmental Policy Act of 1969**
- **Directs Federal agencies to conduct environmental reviews for proposed actions**
- **Must consider potential impacts that the action will have on the social, economic and physical environment**
- **Fundamental objectives include interagency cooperation and public participation**
- **Potential project impacts and mitigation measures must be documented**
- **There are three levels of NEPA documentation**
- **The SH 7 project is an Environmental Assessment (EA)**

Environmental Assessment Process

























An Environmental Assessment (EA) process consists of the following steps:



Contents of an Environmental Assessment

SH 7

- **Define Purpose & Need** 
- **Build Alternatives & No-Build Alternative** 
- **Land Use** 
- **Social** 
- **Environmental Justice** 
- **Air Quality** 
- **Economic (business considerations)** 
- **Pedestrians and Bicycles** 
- **Visual Resources** 
- **Right-of-Way** 
- **Parks and Recreation** 
- **Hazardous Materials** 
- **Noise** 
- **Water Resources/Quality** 
- **Wetlands** 
- **Wildlife/Fisheries** 
- **Floodplains** 
- **Construction Impacts** 
- **Threatened & Endangered Species** 
- **Historical & Archaeological** 
- **Farmland** 
- **Cumulative Impacts** 

Where We Are in the Process and Why

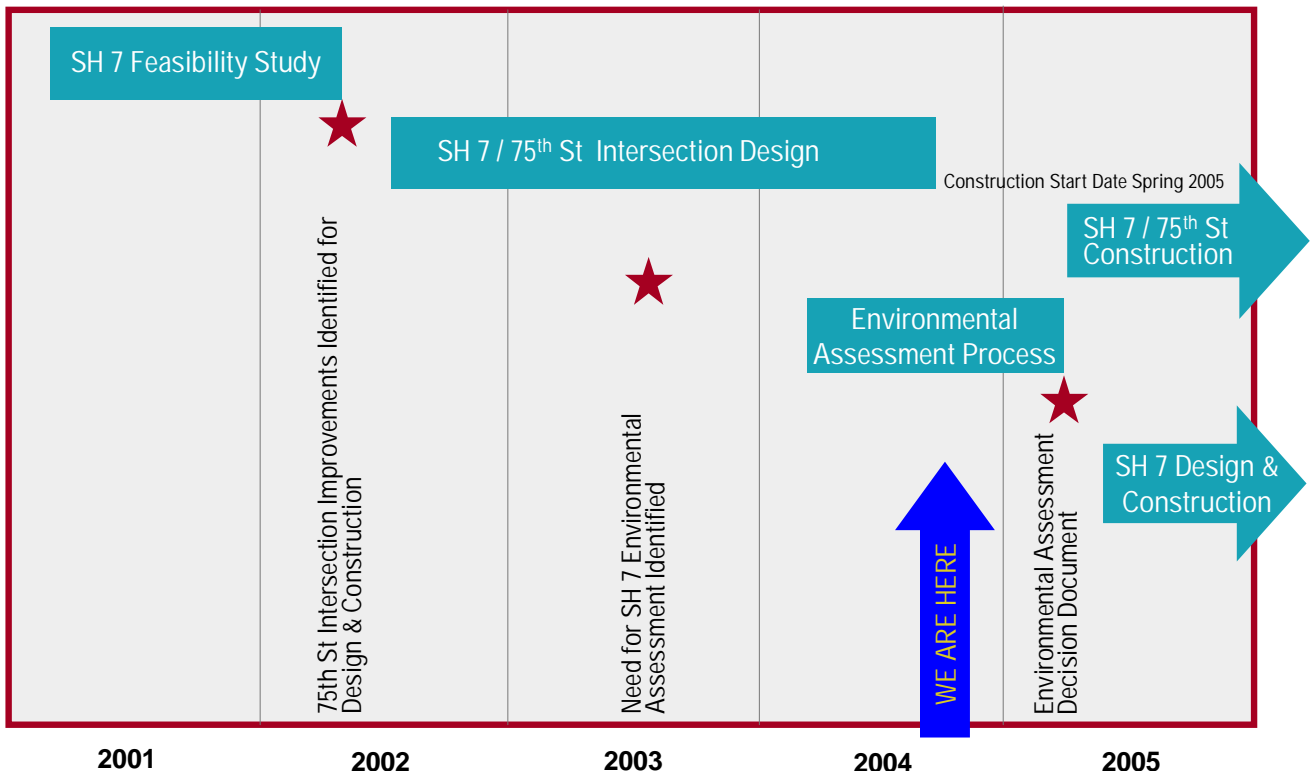
CDOT initiated a **process** in 2001 to **evaluate, identify, design and construct** improvements to SH 7.

ü The **first** step of the CDOT **process** produced a feasibility study that evaluated alternatives and identified initial improvements based upon the highest need. The intersection of SH 7 and 75th Street was identified to be designed and constructed.

ü The **second** step of the CDOT **process** resulted in the design of comprehensive, multi-modal improvements to the SH 7 and 75th Street intersection. The design is close to completion and construction of these improvements is anticipated to begin in Spring 2005.

ü The on-going CDOT evaluation **process** of SH 7 has identified an additional step requiring that enhancements to the SH 7 corridor between Cherryvale Road and 75th Street be developed and evaluated to determine if significant environmental or social impacts are anticipated to result from possible improvements. The current Environmental Assessment (EA), following NEPA requirements, will evaluate these impacts.

q Should a “build” alternative be identified through the EA process, CDOT anticipates designing and constructing improvements to SH 7 between 2005 and 2008.



■ Study / Design / Construction Process
 ★ Decision Point

What We Need From You

Provide Your Comments – As you proceed through the presentation graphics, be sure to complete the Comment sheets. This will give CDOT direct feedback on what you think about the project and the presented alternatives.



Ask Questions – Representatives from CDOT and the design team are here to answer your questions.



Share Your Comments – The main reason for this open house is for CDOT and the design team to get your feedback on the alternative design concepts. Please share your thoughts and take a few minutes to fill out a Comment Sheet.



Roadway Evaluation Criteria Matrix

State Highway 7 Environmental Assessment DRAFT Short-Listed Alternatives Evaluation Summary 11/5/2004

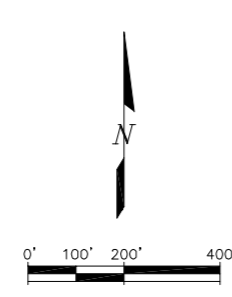
(Includes Preferred BNSF RR Alternative 3)

Issues	Improvement Alternatives		
	Alt. 1	Alt. 2	Alt. 3
	No Action	Four-Lane Urban with Transit Lanes West of 63rd, 4-Lane Urban to Votec, 2-Lane Rural to 75th Improvements	Four-Lane Section with Transit Lanes West of 63rd , Urban West of Westview, Rural East of Westview.
Transportation Issues			
Traffic Operations 63rd and BVSD Intersection (Signalized Intersection-LOS) Road Segment Cherryvale to BVSD (LOS) Road Segment BVSD to 75th (LOS) Travel Time 75th to Cherryvale	C F E 6 min.	B C E 5 min.	B C C 5 min.
Safety	Substandard Shoulders, Sight Distance, Acceleration and Deceleration lanes	Improved Geometry, Sight Distance and Access Management	Improved Geometry, Sight Distance, Access Management, and Reduced Potential Vehicle Conflicts
Pedestrian and Bicycle Enhancements	None	Add Sidewalks Add Bike Lanes	Add Sidewalks Add Bike Lanes
Transit Enhancements	No	Yes Improved Stops and Accessibility, Bus Priority Features Incorporated	Yes Improved Stops and Accessibility, Bus Priority Features Incorporated
Community Issues			
Owner / Business Relocations	0 Residential 0 Business	2 Residential Mobile Homes 2-3 Business	2 Residential Mobile Homes 2-3 Business
Right-of-Way Impacts	0 Buildings 0 Parcels	4-5 Buildings 27 Parcels	4-5 Buildings 27 Parcels
Impact to Low Income or Minority Populations	None	60' Width ROW Take	60' Width ROW Take
Access from Adjacent Properties	Poor	Fair All Warranted Auxiliary Lanes Incorporated	Good All Warranted Auxiliary Lanes Incorporated, Additional Laneage Provides Additional Opportunities
Compatible with Local Planning (RTTF and East Arapahoe Transportation Network Plan)	No	Yes	Partial
Compatible with Regional Planning (DRCOG)	No	Yes	Partial
Public Support	Generally Unsupported	Generally Favored Over No Action	Generally Preferred
Environmental Issues			
Wetlands	0 Acres	0.06 Ac Jurisd. 0.38 Ac Non-Jurisd.	0.06 Ac Jurisd. 0.38 Ac Non-Jurisd.
Noise	0 Receptors Impacted	3-4 Receptors Impacted	3-4 Receptors Impacted
Air Quality	No Improvement	Some Improvement	Most Improvement
Historic Resources	0 Properties Adversely Impacted	1-2 Properties Adversely Impacted	1-2 Properties Adversely Impacted
Section 4 (f)	0 Properties Adversely Impacted	1-2 Property Adversely Impacted	1-2 Property Adversely Impacted
Endangered Species	None	None	None
Wildlife	None	Minimal	Minimal
Visual Impacts	None	Potential 20' Walls Over Hill or Slope Impacts w/Removal of Trees 60' Pvm. Width Over Hill	Potential 23' Walls Over Hill or Slope Impacts w/Removal of Trees 84' Pvm. Width Over Hill
Implementation Issues			
Cost	\$0 M	\$19 M*	\$21 M*
Maintenance	Poor	Good	Good
Ease of Construction	No Construction	Constructable	Constructable
Overall Rating		Good	Preferred

*Preliminary Estimates (For Comparative Purposes)

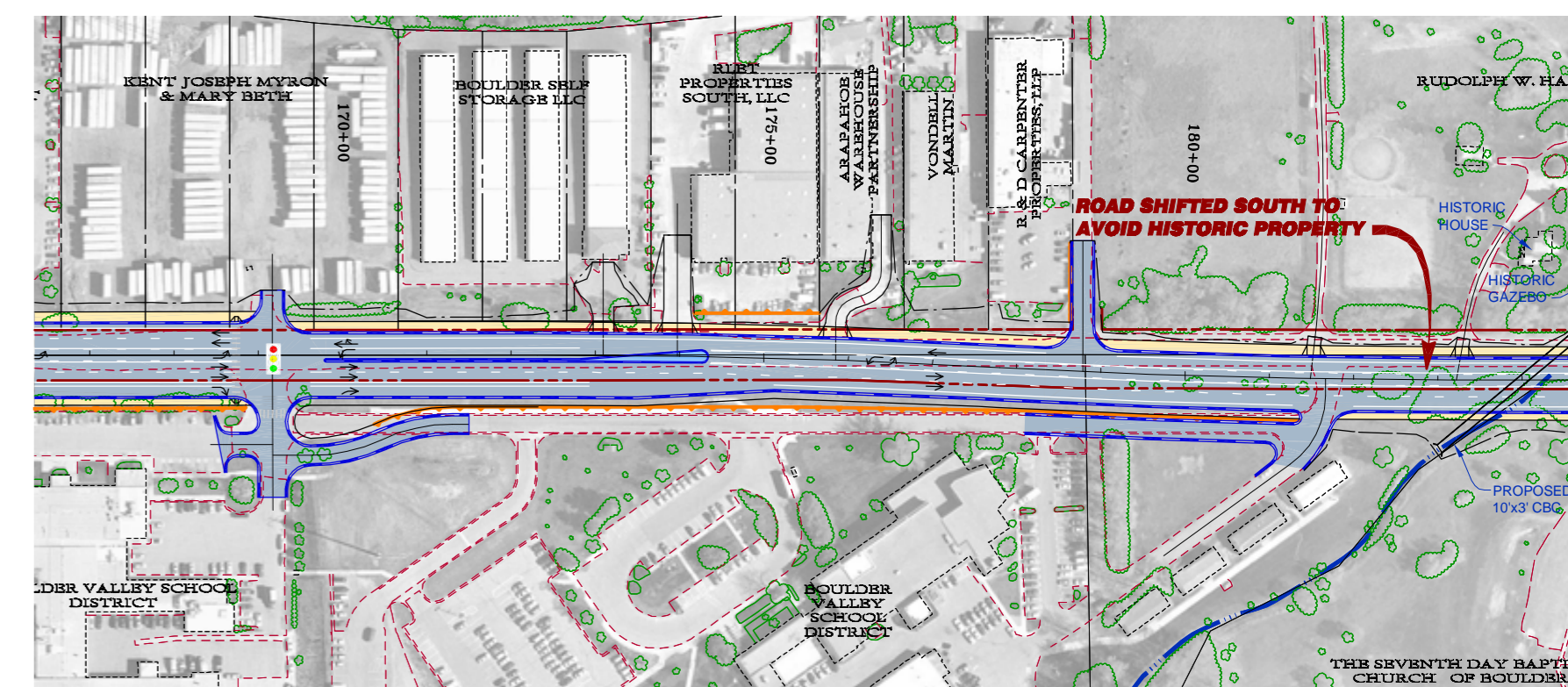
STATE HIGHWAY 7 POSSIBLE IMPROVEMENT ALTERNATIVES

CHERRYVALE ROAD TO 75TH STREET

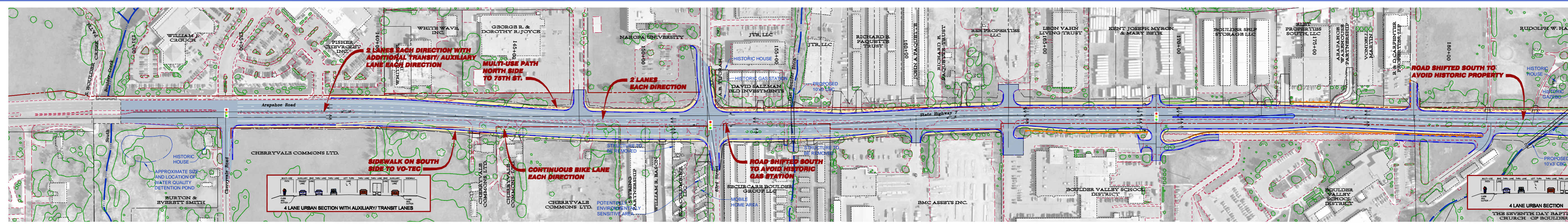


- Legend**
- RIGHT-OF-WAY
 - EXISTING EDGE OF PAVEMENT
 - EXISTING DITCH
 - EXISTING VEGETATION
 - PROPOSED IMPROVEMENTS
 - PROPOSED CURB AND GUTTER
 - PROPOSED LANE STRIPING
 - SIDEWALK/ TRAIL
 - PROPOSED RETAINING WALL
 - SIGNALIZED INTERSECTION

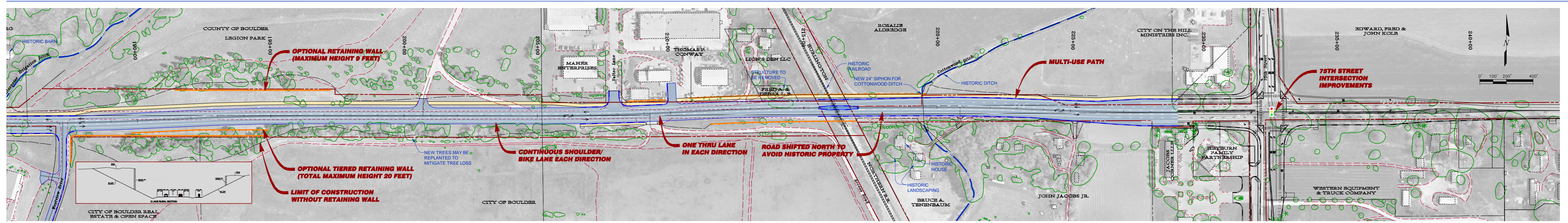
←
**ALTERNATIVE 2
 AND 3 ARE
 IDENTICAL WEST
 OF VOTEC ENTRANCE**
 ←



ALTERNATIVE 2
 TWO LANE SECTION (ONE IN EACH DIRECTION) WITH TURN LANES FROM VOTEC TO 75TH IMPROVEMENTS

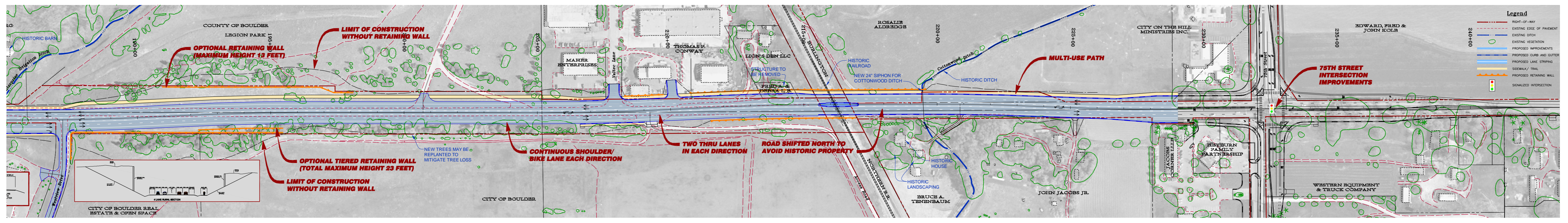


ALTERNATIVE 3 (PREFERRED)
 FOUR LANE SECTION (TWO IN EACH DIRECTION) WITH TURN LANES



ALTERNATIVE 2

TWO LANE SECTION (ONE IN EACH DIRECTION) WITH TURN LANES FROM VOTEC TO 75TH IMPROVEMENTS



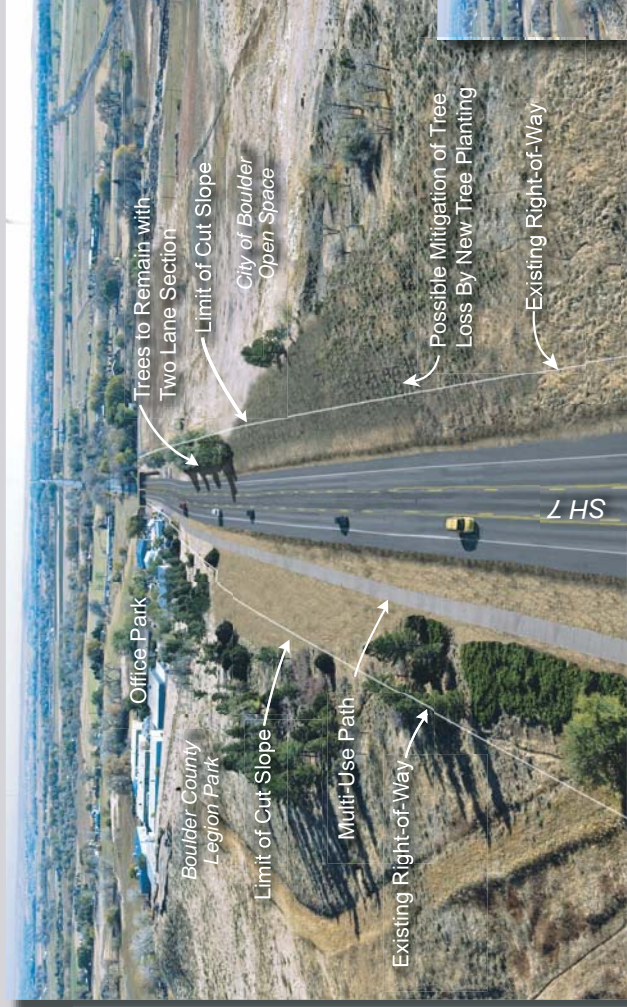
Legend

- RIGHT-OF-WAY
- EXISTING EDGE OF PAVEMENT
- EXISTING DITCH
- EXISTING VEGETATION
- PROPOSED IMPROVEMENTS
- PROPOSED CURB AND GUTTER
- PROPOSED LANE STRIPING
- SIDEWALK / TRAIL
- PROPOSED RETAINING WALL
- SIGNALIZED INTERSECTION

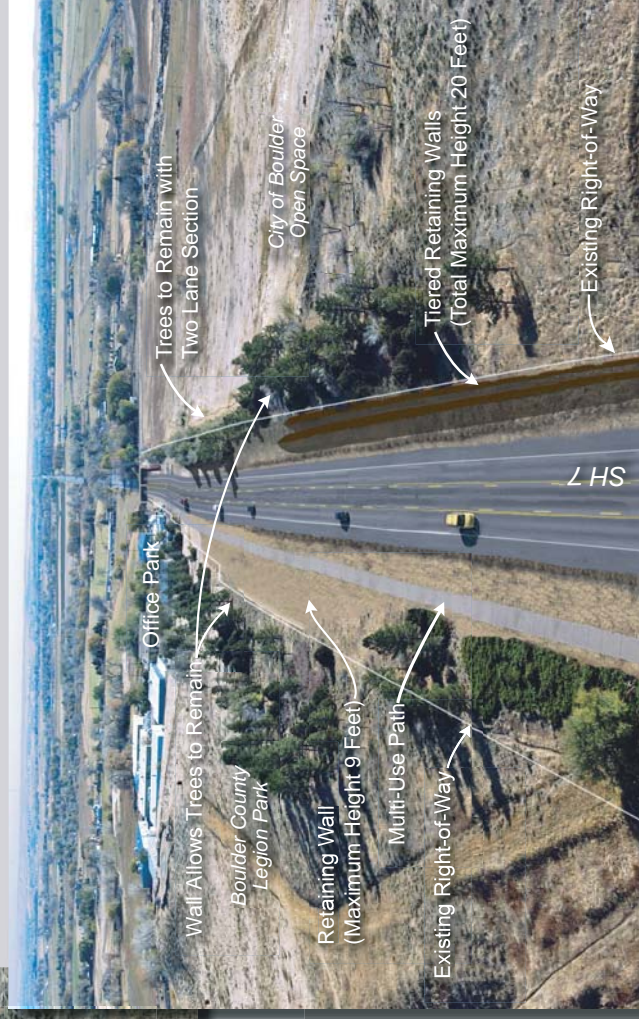
ALTERNATIVE 3 (PREFERRED)

FOUR LANE SECTION (TWO IN EACH DIRECTION) WITH TURN LANES

PHOTO SIMULATION OF ALTERNATIVE 2 TWO-LANE SECTION



View Over the Hill With Cut Slopes

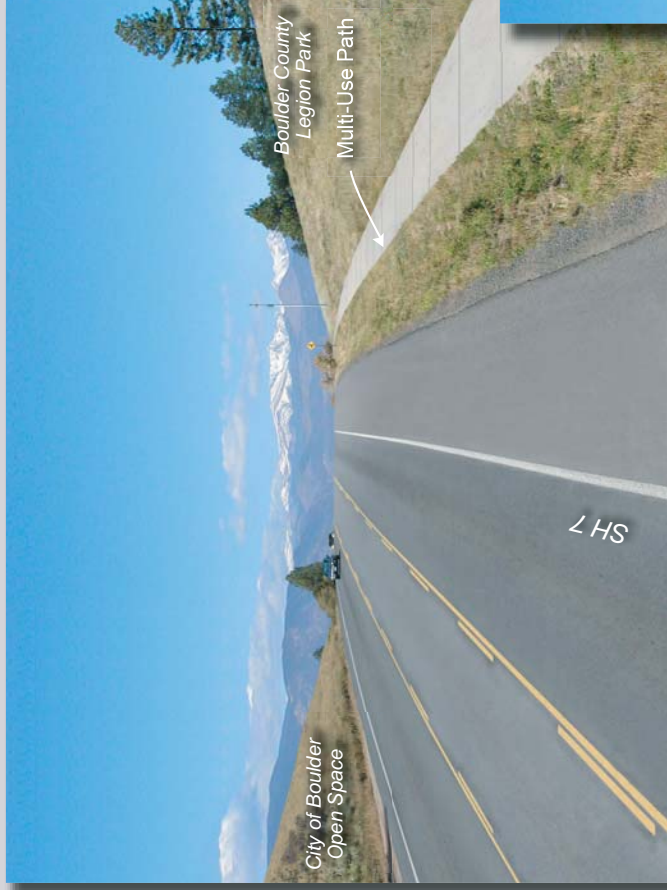


View Over the Hill With Retaining Walls

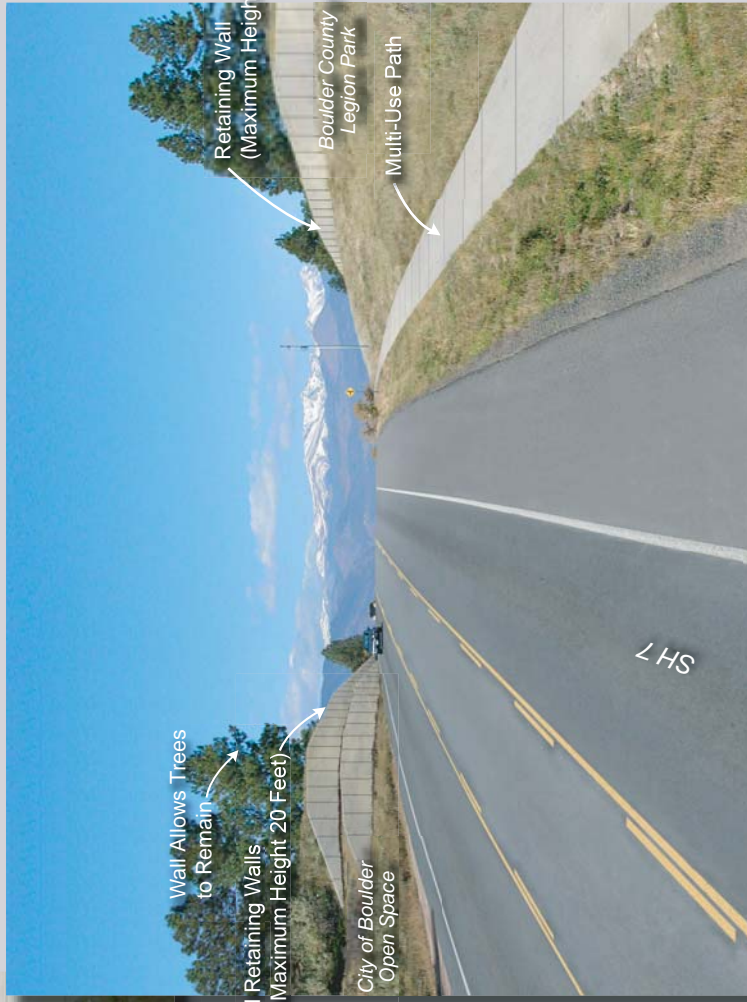


**Existing View of SH 7
From Westview Looking East**

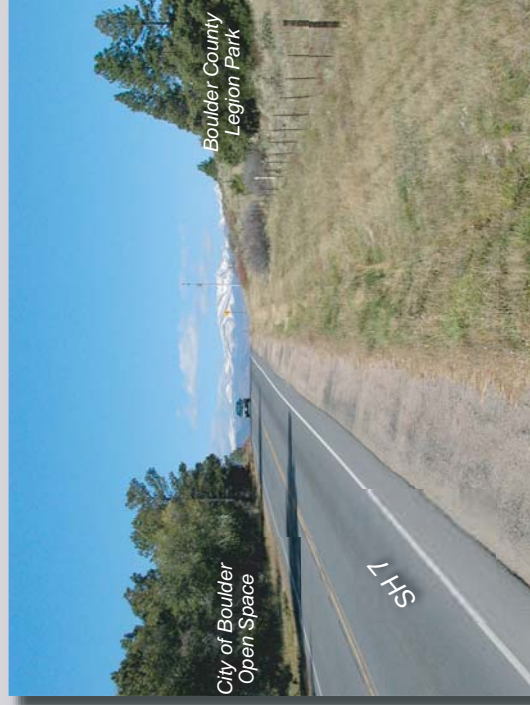
PHOTO SIMULATION OF ALTERNATIVE 2 TWO-LANE SECTION



View Over the Hill with Cut Slopes

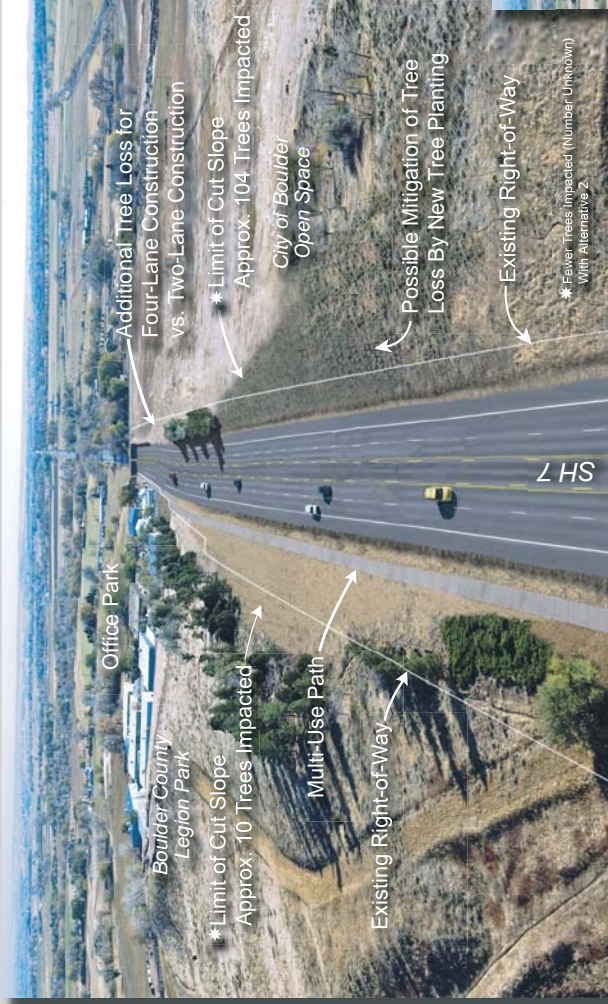


View Over the Hill with Retaining Walls



**Existing View of SH 7
Looking West**

PHOTO SIMULATION OF ALTERNATIVE 3 (PREFERRED) FOUR-LANE SECTION



View Over the Hill With Cut Slopes



View Over the Hill With Retaining Walls

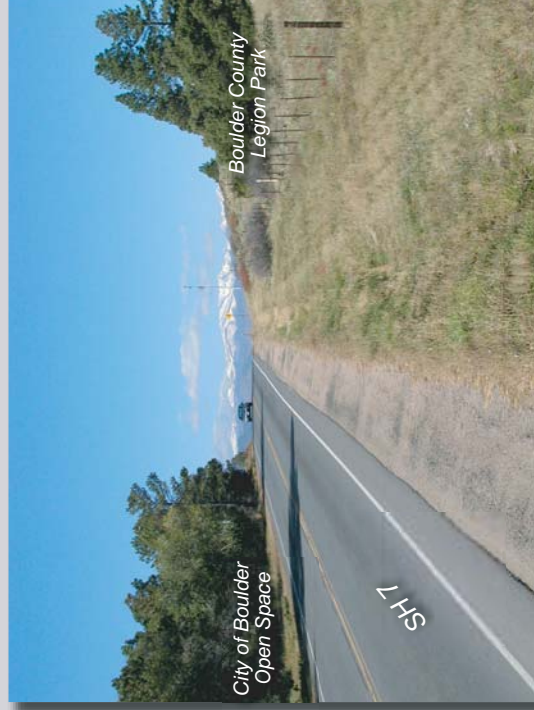


Existing View of SH 7
From Westview Looking East

PHOTO SIMULATION OF ALTERNATIVE 3 (PREFERRED) FOUR-LANE SECTION



View Over the Hill With Cut Slopes

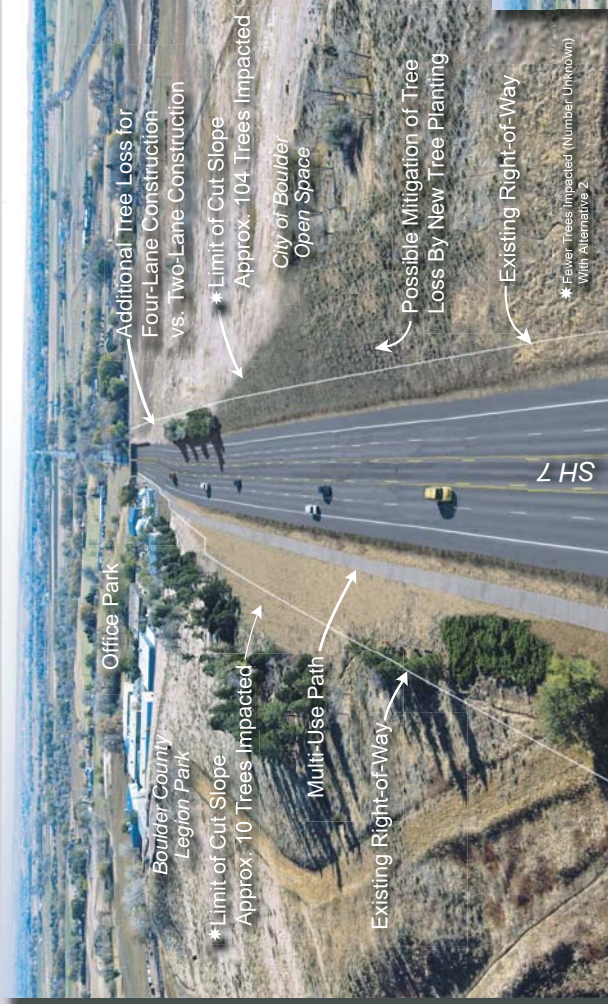


**Existing View of SH 7
Looking West**

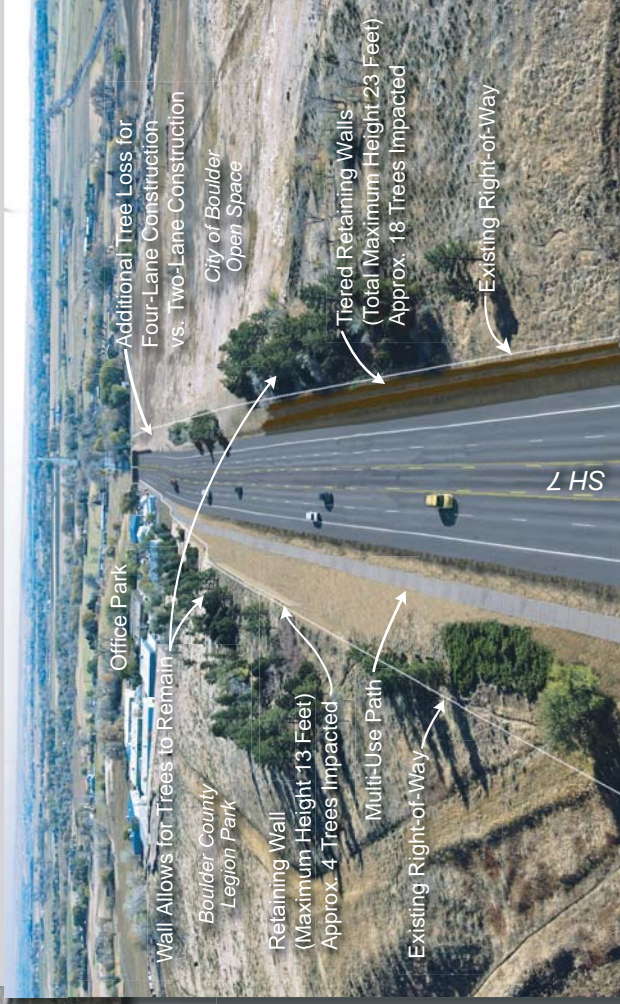


View Over the Hill With Retaining Walls

PHOTO SIMULATION OF ALTERNATIVE 3 (PREFERRED) FOUR-LANE SECTION



View Over the Hill With Cut Slopes



View Over the Hill With Retaining Walls



Existing View of SH 7
From Westview Looking East

Railroad Evaluation Criteria Matrix

State Highway 7 Environmental Assessment DRAFT Railroad Alternatives Evaluation Summary 11/5/2004

Issues	Railroad Alternatives		
	Alt. 1	Alt. 2	Alt. 3
	No Action	Re-build on Existing Alignment	Realign Tracks East
Transportation Issues			
Highway Safety	Poor	Good	Good
Community Issues			
Right-of-Way Impacts	0 Parcels	0 Parcels	2-3 Parcels Temp. Emt.
Environmental Issues			
Wetlands	0 Acres	0.03 Ac Jurisd. 0.16 Ac Non-Jurisd.	0.03 Ac Jurisd. 0.16 Ac Non-Jurisd.
Noise	0 Receptors Impacted	0 Receptors Impacted	1 Receptor Impacted
Historic Resources	0 Properties	0-1 Property	1-2 Property
Section 4(f)	0 Properties	0-1 Property	1-2 Property
Endangered Species	None	None	None
Wildlife	None	Minimal	Minimal
Construction Issues			
Cost	\$0 M	\$2.8 M*	\$2.1 M*
Compatible with Viable Roadway Construction	Not Compatible	Compatible	Compatible
Constructability	No Construction	More Difficult to Construct	Less Difficult to Construct
Overall Rating		Fair	Preferred

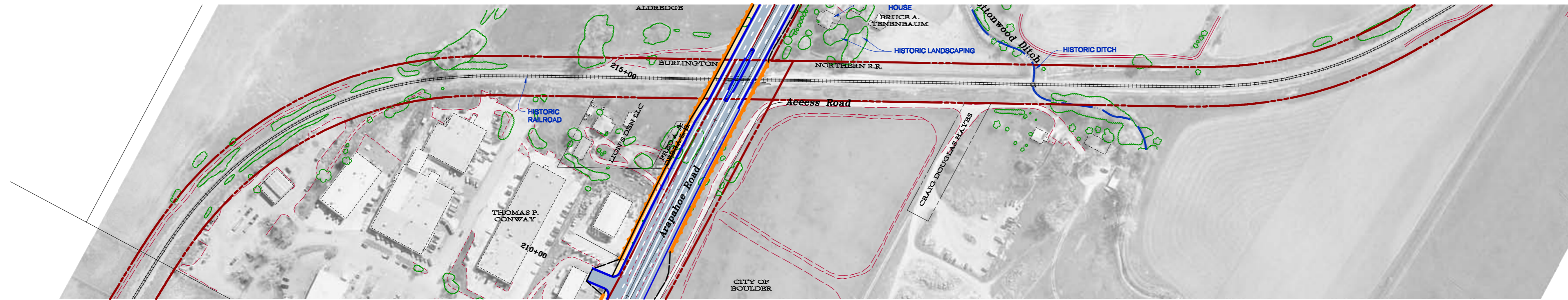
*Preliminary Estimates (For Comparative Purposes)

STATE HIGHWAY 7 POSSIBLE IMPROVEMENT OPTIONS

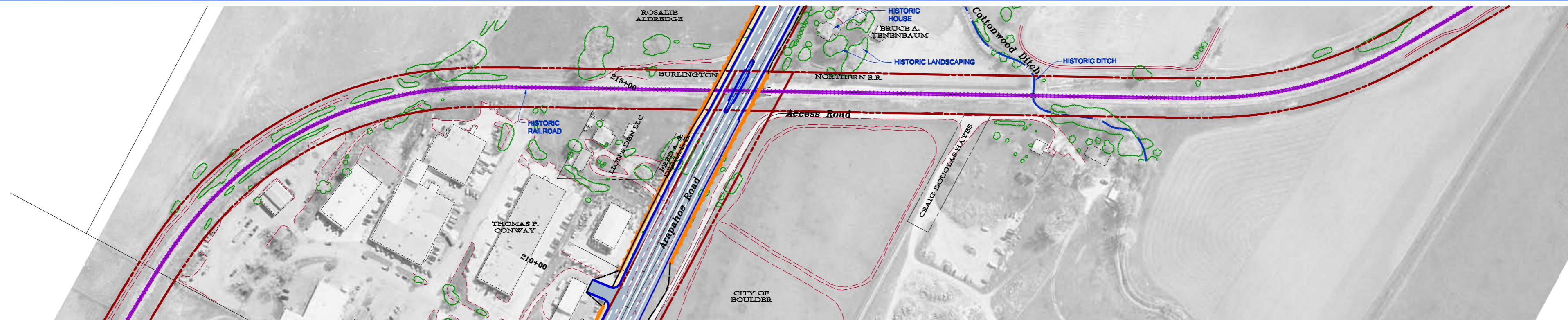
BURLINGTON NORTHERN RAILROAD

Legend

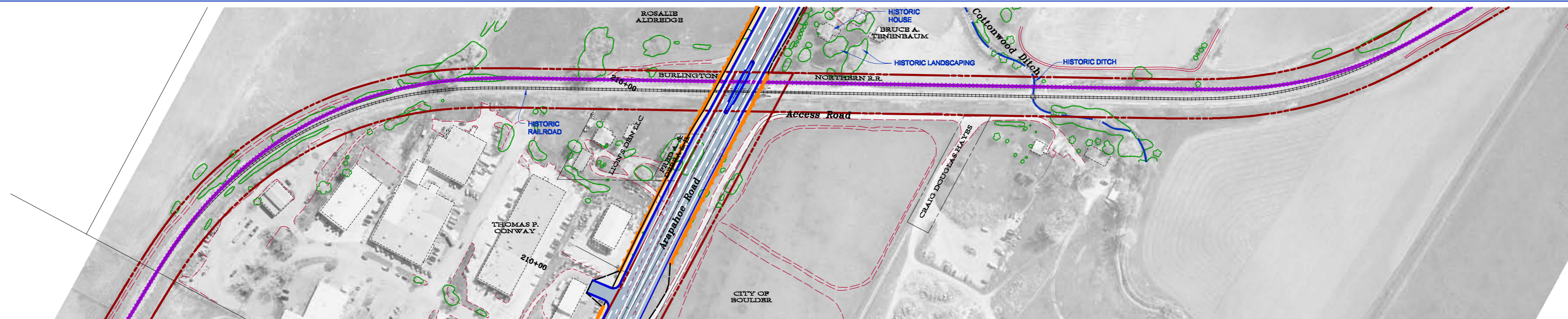
- RIGHT-OF-WAY
- - - EXISTING EDGE OF PAVEMENT
- EXISTING DITCH
- - - PROPOSED IMPROVEMENTS
- PROPOSED CURB AND GUTTER
- - - PROPOSED LANE STRIPING
- SIDEWALK/ TRAIL



OPTION R-1
NO BUILD



OPTION R-2
REBUILD EXISTING TRACK ALIGNMENT



OPTION R-3
REALIGN TRACKS EAST OF EXISTING LOCATION

NAME: P:\01-021-06 SH 7 EA\dwg\selected alternatives\BOARD-RR.dwg DATE: NOV 09, 2004 TIME: 11:31 AM

Park, Open Space or Recreation Sites Including Bike and Pedestrian Impacts



There will be Bicycle and Pedestrian Improvements along entire corridor. There will be a 5-foot on-street bike lane. There will also be a multi-use path on the north side of SH 7 all through the project area and a sidewalk on the south side up to Westview.

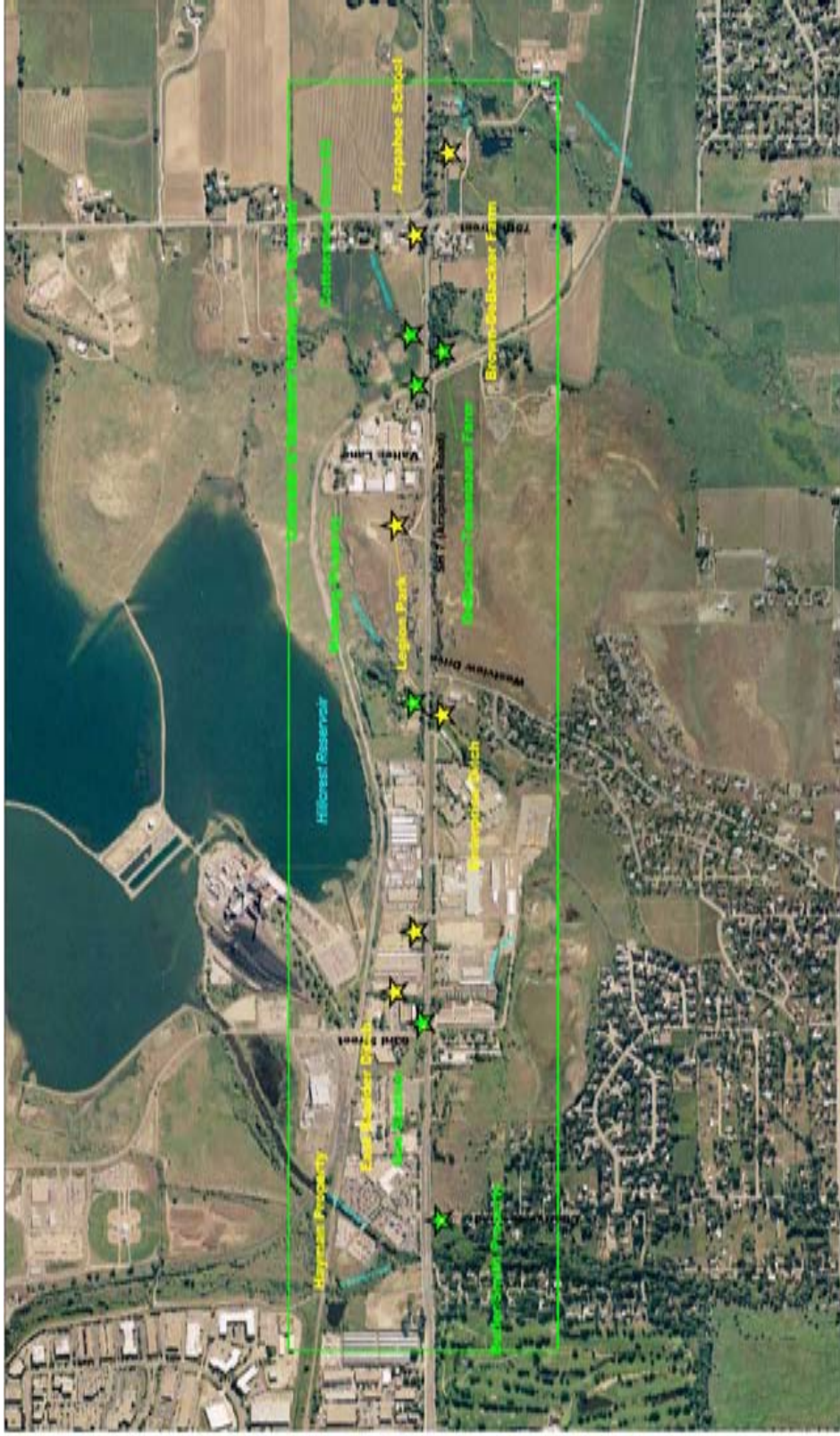
There will be some vegetation and tree impacts to Legion Park and City of Boulder Open Space. In Legion Park, if walls are used, there will be approximately 4 trees impacted. If cut slopes are used, there will be approximately 10 trees impacted. In the City of Boulder Open Space, approximately 18 trees will be impacted if walls are used and approximately 104 if cut slopes are used. (Tree differences above are between walls and no walls, not between the 2-lane and 4-lane options.)

Temporary construction easements of 0.5 acres for the 2-lane option and 0.9 acres for the 4-lane option will be required if cut slopes are used in Legion Park. If a retaining wall is constructed, there will be no impacts to Legion Park. No park facilities or amenities will be impacted with either option.



Historic Resources

SH 7



POTENTIAL IMPACTS TO LOCALLY AND STATE ELIGIBLE PROPERTIES

CDOT Project # STA0072-013

State Highway 7 EA (Arapahoe Rd.) - Cherryvale to 75th



SITE NO.	NAME & ADDRESS	POTENTIAL IMPACTS
5BL9022	Hayman Bungalow 1930/ Stone Garage ca. 1940s 6437-39 Arapahoe Rd.	Locally eligible. This house was demolished in August 2004 (and possibly the garage) and will not be impacted by this project.
5BL516	Goodview Hill-Veteran's Memorial Park 1931 Arapahoe Rd.	State & Locally eligible. The recreational use of the property will not change with the widening of Arapahoe Rd. There may be a new slope along the widened roadway that will be replanted with similar vegetation. Some trees will be removed
5BL409	Arapahoe Elementary School 1927 7483 Arapahoe Rd.	State & Locally eligible. The school building and the property will not be impacted by this project.
5BL5712	Brown-DeBacker Farm 1900 7602 Arapahoe Rd.	Locally eligible. This property will not be impacted by this project.
5BL4164.2	Enterprise Ditch 1860 East of 6775 Arapahoe Rd.	Locally eligible. The widening of Arapahoe Rd. will have minimal impact to the ditch. There will be a new concrete box culvert and concrete headwalls and wingwalls on the north and south side of Arapahoe where the ditch will go under the widened road. The existing siphon beneath the BNSF railroad (north of Arapahoe Road) may need to be reconstructed.
5BL4163.2	East Boulder Ditch 1862 Through property at 6338 Arapahoe Rd.	Locally eligible. Minimal impacts to this ditch from the widening of Arapahoe Rd. There will be a new concrete box culvert and concrete headwalls and wingwalls on the north and south side of Arapahoe where the ditch will go under the widened road.

POTENTIAL IMPACTS TO NATIONAL REGISTER ELIGIBLE PROPERTIES

CDOT Project # STA0072-013 State Highway 7 EA (Arapahoe Rd.) - Cherryvale to 75th



This information has not yet been submitted to SHPO for concurrence with the findings, but will be submitted when the final alternatives are selected and the impacts to all of the properties are known. There has been no official determination of effects made for any of the eligible properties by the SHPO to comply with the regulations in Section 106 of the National Historic Preservation Act.

SITE NO.	NAME & ADDRESS	POTENTIAL IMPACTS
5BL8917	Butler-Smith Property (1880) 1599 Cherryvale Rd.	Arapahoe Rd. will be widened in front of the Butler-Smith House and additional vegetation will be removed. There will be no direct impact to the house or the barn and no impact to the qualities that made this property significant.
5BL9021	Gas Station (1920) and House 6307 (6301) Arapahoe Rd.	When Arapahoe Rd. is reconstructed, the corner of this property, which is currently paved and used as roadway, will continue to be used as a roadway. All other improvements to Arapahoe Rd. will occur to the south. The property was designated as a local landmark in 2004.
5BL9024	Harburg House w/Barn & Gazebo (1930) 6775 Arapahoe Rd.	When Arapahoe Rd. is widened some of the vegetation in the ROW will be removed, but will have no impact on the setting or direct impact on the Harburg property
5BL9029	DeBacker-Tenenbaum House (1913) 7280 Arapahoe Rd.	When Arapahoe Road is widened a retaining wall may be constructed along a portion of the roadway ROW, north of the DeBacker-Tenenbaum property, but will not have a direct impact to the landscaped setting or the buildings. The BNSF railroad may be realigned to be east of the existing location, but there will be no direct impact to the landscaped setting or the buildings.
5BL4488.2	Cottonwood Ditch #2 (1863) N. side Arapahoe to N. 75 th	Due to the widening of Arapahoe Rd., the siphon under the road and the concrete walls at the openings into the siphon will need to be reconstructed as well as the pipe under the road. The impact to the open portion of the ditch will be minimal.
5BL4488.3	Cottonwood Ditch #2 (1863) S. Side Arapahoe around 7280 Arapahoe	This segment has not been officially determined eligible, but it is field eligible and it crosses under the railroad south and west of the DeBacker-Tenenbaum property. The BNSF realignment may require a new bridge or pipe to be constructed over the Cottonwood Ditch.
5BL400.5	Colorado and Southern Railway Company Segment. (1870s) N and S of Arapahoe Rd.	When the railroad bridge over Arapahoe Rd. is reconstructed the railroad bed will need to be moved to the east and a new bridge will be built. A portion of the existing railroad alignment will remain in place. (The existing bridge is officially not eligible.)

Noise Monitoring Locations



There is the potential for an increase of 1 – 10* decibels of traffic noise along the corridor. This analysis is in progress.

*Worst-case scenario – a 10 decibel increase is unlikely

(based on zoning)

Potential Impacts to Mobile Home Park



Legend
--- Access Location
--- Access Location

GAS STATION AND
MOBILE HOME
ACCESS LOCATIONS

Improvements at SH 7 and 63rd Street would require about 60 feet of property from the Columbine Mobile Home Park. This would impact one structure. Access to the property would be changed as well. This could potentially impact a second property.



Previous Comments and Opportunities for Involvement

COMMENTS FROM THE JULY 2001, FEBRUARY 2002, AND JUNE 2004 PUBLIC OPEN HOUSES

The first **Public Open House** for the Environmental Assessment was held June 17, 2004. During the previously completed Improvement Assessment Study, two public open houses were held on July 11, 2001, at the Douglass Elementary School and on February 19, 2002 at the Platt Middle School. The purpose of the meetings was to obtain public feedback regarding needs for Improvements along the SH 7 corridor.

- q Approximately **71** people attended the June 2004 Open House
- q Approximately **56** people attended the February 2002 Open House
- q Approximately **79** people attended the July 2002 Open House

- q CDOT received **116** written comments and 2 emails. Of the responses collected:
 - Ø **64** respondents wanted **bicycle lanes** and facilities incorporated
 - Ø **43** respondents suggested **turn lanes** be added at intersections
 - Ø **33** respondents wanted SH 7 to be a **four-lane facility**
 - Ø **25** respondents noted that **signalization should be improved** at various intersections
 - Ø **21** respondents recommended **improvements to transit** facilities and service
 - Ø **19** respondents suggested **improved pedestrian facilities** be included
 - Ø **13** respondents were concerned with **traffic flow and congestion**

OPPORTUNITIES FOR INVOLVEMENT

- q **Ask Questions and Provide Comments** – Discuss the Project with Project Personnel (with Name Tags)
- q **Fill out a Comment Sheet** – Put in the Comment Box or Mail In or Fax (970 350-2168) by November 30, 2004
- q **Email Comments** – Send Comments by Email to Carol Parr at: carol.parr@dot.state.co.us by November 30, 2004

What's Next ?

Ø On-Going Environmental Assessment Process (2004 – Spring 2005)

- Completion of the Environmental Assessment
- Review and Approval by CDOT/FHWA (Spring 2005)
- Public Hearing Process to Obtain Final Comments from Public and Public Agencies
- Selection of Official Preferred Alternative
- Completion of Final Decision Document

Ø Future Project Work

- Preliminary and Final Design (Anticipated 2005 – 2006)
 - ü Includes Public Open Houses to obtain Public Feedback on Design Issues
- Obtain Right-of-Way (Anticipated 2006 – 2007)
- Initiate Construction (Anticipated 2007 – 2008)