

Purpose of Environmental Assessment



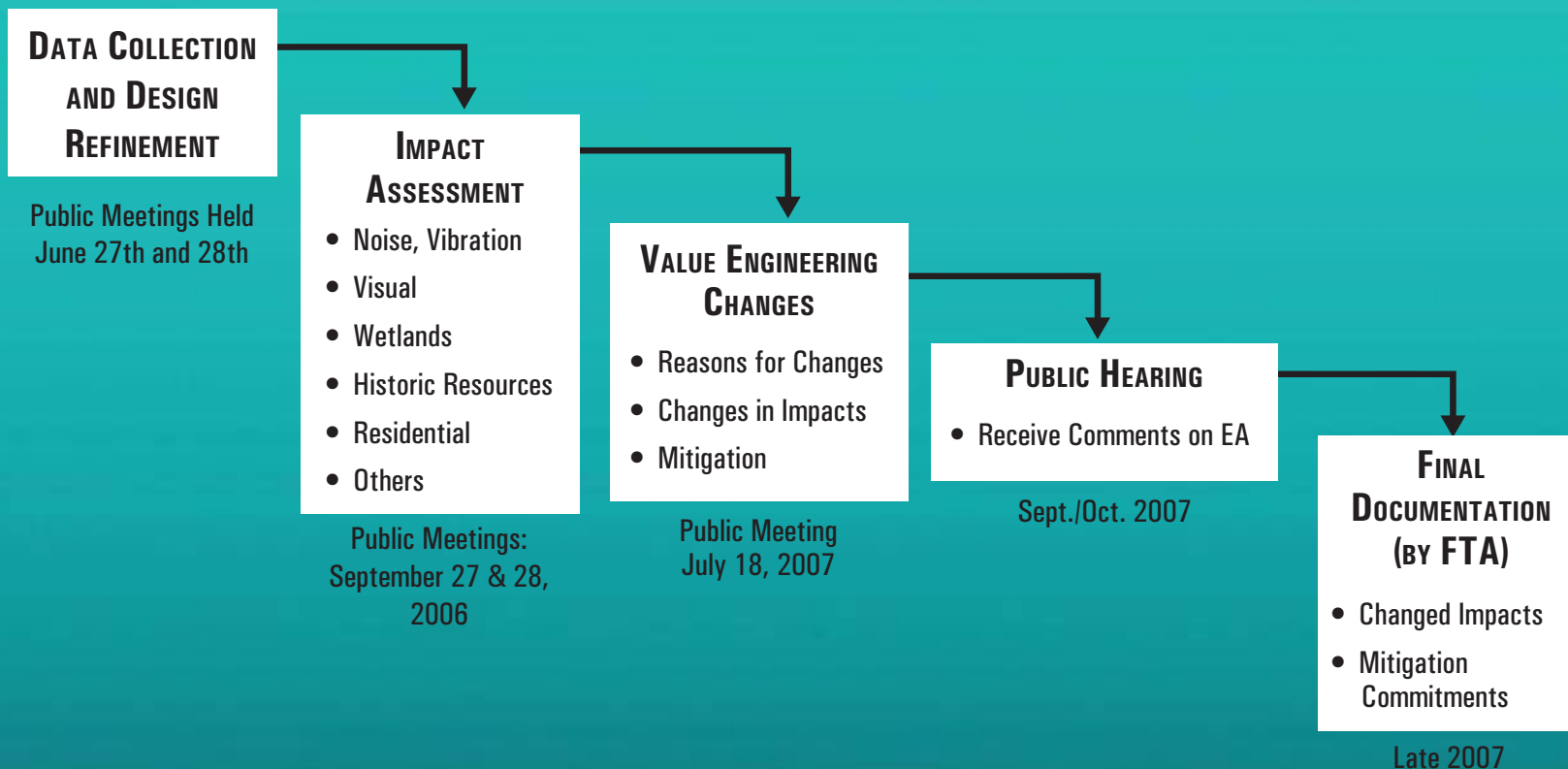
Supplemental National Environmental Policy Act (NEPA) documentation is required on FTA projects when there are changes in the proposed action or when there is new information.

An Environmental Assessment for the West Corridor project is being prepared (which supplements the West Corridor FEIS/ROD) to assess the impacts of design refinements and changes being considered to contain construction costs due to increased material costs (steel, concrete); and to assess changes due to new information or circumstances.

Environmental Assessment Process



The process being followed for the EA includes:



Proposed Design Changes



Design changes being assessed include:

- Changes in the location of the Jefferson County Government Center end of line station.
- Changes in the vicinity of 6th Avenue and Colfax.
- An alignment shift between Denver Federal Center and Indiana.
- A reduction in frequency of service west of the Denver Federal Center, recognizing project ridership in that area.
- Changes in the design between Harlan and Decatur, to reduce retaining wall heights and improve drainage.
- Removal of the LRT maintenance facility at Harlan Street. A facility is needed elsewhere to support light rail throughout the FasTracks program.
- Single-tracking between Denver Federal Center and end-of-line.
- Closure of Old Colfax Ave.

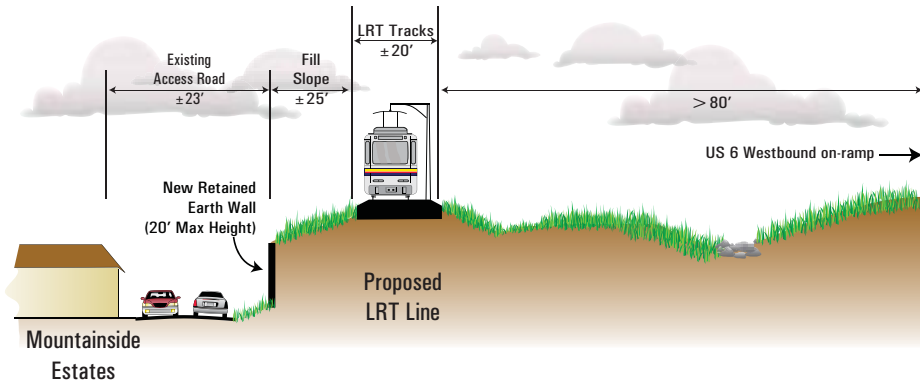
Mountainside Estates



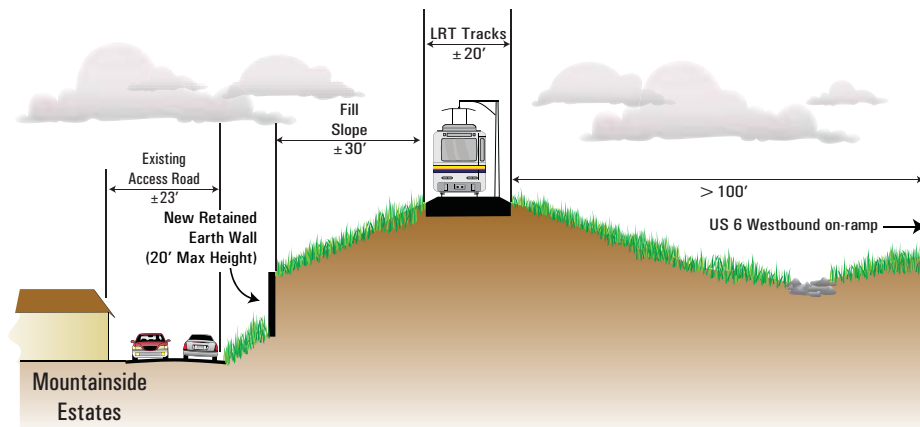
Mountainside Estate Cross Section Views (looking eastbound)



Cross Section View #1 (Looking Eastbound)



Cross Section View #2 (Looking Eastbound)



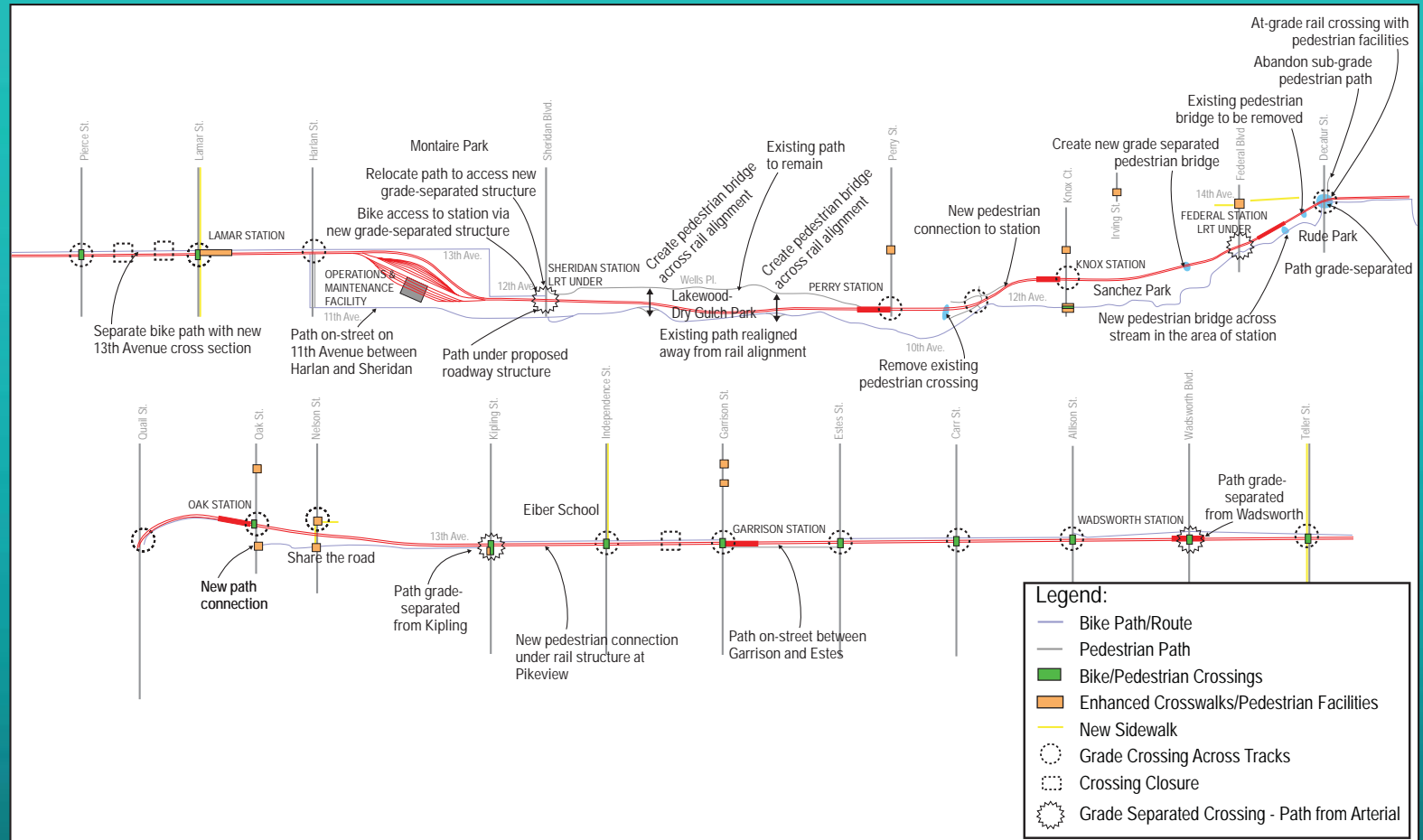
Photographs of Similar LRT Walls

Park Impacts



- Impacts to Lakewood Dry Gulch estimated at app. 2.4 acres (0.3 acres in FEIS)
- Impacts to Sanchez Park estimated at 0.36 acres (0.2 acres in FEIS)
- Increased impacts from:
 - » avoiding/minimizing wetland and stream impacts at Lakewood Gulch; and
 - » replacing walls and steeper fill slopes with gentler slopes.
- Gentler slopes will reduce projects costs
- Gentler slopes will improve the park over FEIS design since:
 - » they can be revegetated more easily; and
 - » better lend themselves to recreational activities.
- RTD will 'swap' land with CCD for park use
- RTD and FTA believe impacts will not adversely affect the activities, features, and attributes of the park
- Intend to classify this impact as de minimis (not adversely affect)
- We want your input to this preliminary decision **TONIGHT**

Bicycle and Pedestrian Paths/LRT Crossings



Drainage & Value Engineering – West Corridor

- 1. Drainage will be designed at a level to protect the trackway in all locations.**
 - In a 100-year event, there may be water that runs over the track and may affect operation for 45 minutes to an hour.**
 - Once water subsides, there will be no damage to the trackway.**
- 2. RTD is generally improving the current drainage in all areas along the corridor.**
- 3. Under all scenarios, RTD will not increase the level of the floodplain and in many cases we actually lower the floodplain in the area.**
- 4. At a minimum, RTD will follow current criteria of local jurisdictions and the Urban Drainage and Flood Control District (UDFCD).**