

This is the third in a series of factsheets provided to keep you up-to-date regarding the Environmental Assessment (EA) for SH 402 from US 287 east to the I-25 interchange. This factsheet notifies you about the April 15th Public Workshop, updates you on alternative refinements, and solicits your comments.

Project Background

The purpose and need of the project is to improve travel and safety on SH 402 between US 287 and the I-25 interchange. Two concurrent projects along SH 402 are being conducted in concert. This factsheet focuses on the stretch of SH 402 between CR 13 and the I-25 interchange that is being evaluated in the EA. The EA is studying improving the safety and mobility of SH 402 by widening the facility from two to four lanes at a speed limit of 55 mph. This cross-section is a rural design that could be modified to an urban section in the future should this be warranted. The EA is being closely coordinated with the Categorical Exclusion (CE) so that the design at CR 13, where the two project areas meet, is compatible.

The portion of SH 402 between US 287 and CR 13 (St. Louis Avenue) is being studied as a CE. A CE is a streamlined National Environmental Policy Act study conducted when there are no significant human or natural environmental impacts (land use, cultural, ecological, wetlands, hazardous materials, etc.). This study is expected to end in the next few months. The City of Loveland and Larimer County have been partners on the project. Other government entities and the adjacent landowners have been contacted during the CE. This portion of SH 402 is designed to match the City of Loveland's urban roadways, with two lanes in each direction separated by a raised median. Also included are a detached sidewalk, bike lane, acceleration/deceleration lanes, and a left turn lane at the US 287 intersection.

EA Process

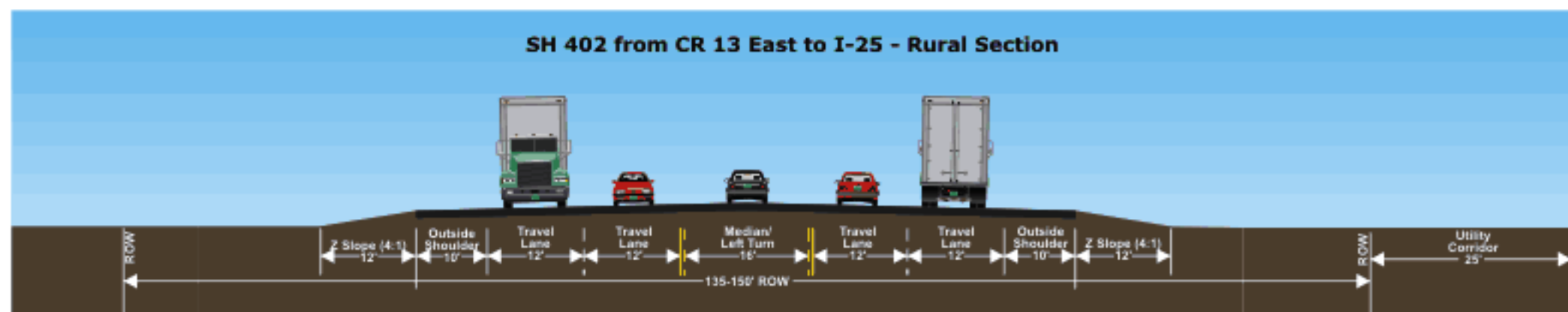
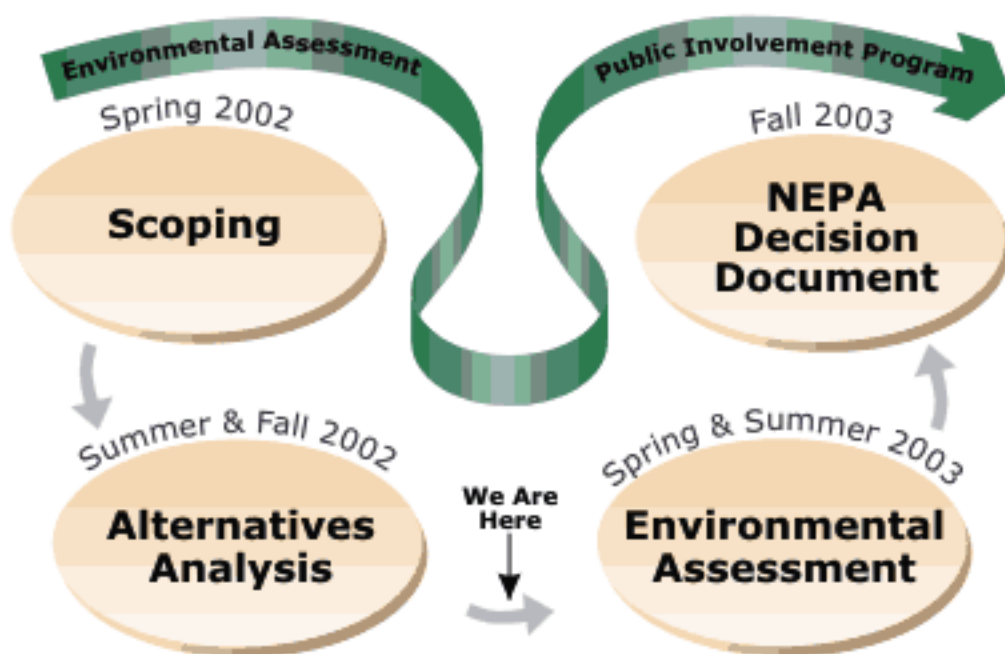
CDOT is currently completing the Alternatives Analysis phase of the EA study. During the September 19, 2002 Public Workshop CDOT received valuable comments from the public and agencies about the four action alternatives under consideration. All action alternatives widen the facility from two to four lanes, provide a painted median for left turns between CR 13 and the I-25 interchange, and include a 10-foot bike lane/shoulder and a 25-foot utility corridor on the south side.

The alternatives are:

- widen from the centerline to both the north and south
- widen entirely to the north
- widen entirely to the south
- widen to the north in some areas and to the south in other areas in an effort to minimize the potential impacts on the natural environment and adjacent properties
- No Action - existing facility remains, with current operation and maintenance practices in effect

As a result of the Public Workshop and CDOT review, the Project Team decided to refine the alternatives to further reduce the potential impacts. The four initial action alternatives had a right-of-way (ROW) width of 225 feet, but CDOT has reduced this ROW to approximately 175 feet. This reduces the number of residences and businesses that would need to be acquired and limits the effect on natural resources (i.e., wetlands, farmlands, and floodplain area).

EA Process Diagram



**SH 402 from US 287 East to the I-25 Interchange
Environmental Assessment
2nd Public Workshop**

Date: Tuesday, April 15, 2003
Time: Drop in any time between 4 and 7 pm
Location: CDOT Loveland Residency
Address: 2207 East Highway 402, Loveland, CO

The purpose of the second Public Workshop is to focus on the EA and provide information on:

- Modified Alternatives & Alternatives Analysis
- Modified Screening Results
- Alternatives Recommended for further Environmental Study
- Update Project Schedule

Contact **INFORMATION**

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