EXECUTIVE SUMMARY

Introduction

In a cooperative effort, the Federal Highway Administration (FHWA), the Colorado Department of Transportation (CDOT), and the City and County of Denver (CCD) have prepared this Environmental Assessment (EA) for a proposed new interchange on Interstate 70 (I-70) with Central Park Boulevard (CPB) in Denver, Colorado. The proposed project will create new access to I-70, constituting a Federal Action subject to the National Environmental Policy Act (NEPA). This EA evaluates the socioeconomic and environmental impacts of the project as well as the traffic impacts to I-70 at the proposed interchange location.

Project Location

The proposed Interstate 70 (I-70)/CPB Interchange is located on I-70 in the eastern part of the Denver region, Colorado, approximately 0.94 mile west of the I-70/Havana Street Interchange and 1.08 miles east of the I-70/Quebec Street Interchange (Figure ES-1). Currently an existing bridge is located approximately 0.94 mile west of Havana Street. The existing bridge (cargo bridge), located midway between Havana Street and Quebec Street, was part of a cargo service road for the former Stapleton International Airport (SIA). The existing cargo bridge is 102 feet wide and 277 feet long. The bridge is now used by haul vehicles in support of the recycling of the old runway pavements and is not open to the public for vehicle, pedestrian, or bicycle access.

CPB is a planned and funded project of the Park Creek Metropolitan District (PCMD). The project is now under design and proposed to be constructed by 2013, prior to or concurrent with the completion of the I-70/CPB Interchange. CPB will provide a new arterial connection across I-70. Upon completion, CPB will connect the Stapleton Redevelopment Area (Stapleton) north and south of I-70, which is one of the nation's largest urban mixed-use in-fill developments. By year 2035, Stapleton is forecast to house over 30,000 residents and provide employment to over 35,000 people.

The study area extends along I-70 and I-270 between Quebec Street on the west and Havana Street on the east. Interchanges at Quebec Street and Havana Street, both urban arterials, provide access to I-70 for the surrounding neighborhood and businesses. Without the proposed

interchange, the new travel demand generated by Stapleton, as well as other major developments in the vicinity, will need to access I-70 via either the I-70/Quebec Interchange or the I-70/Havana Interchange. These existing interchanges are not adequate to accommodate the forecast travel demand.

Project Status

The I-70 East Environmental Impact Statement (EIS) is considering improvements to I-70 between I-25 and Tower Road. As part of the on-going EIS process, a new interchange at CPB has been studied to provide access to Stapleton. Each of the build alternatives considered in the *I-70 East Draft Environmental Impact Statement (DEIS)* includes a new interchange with CPB.

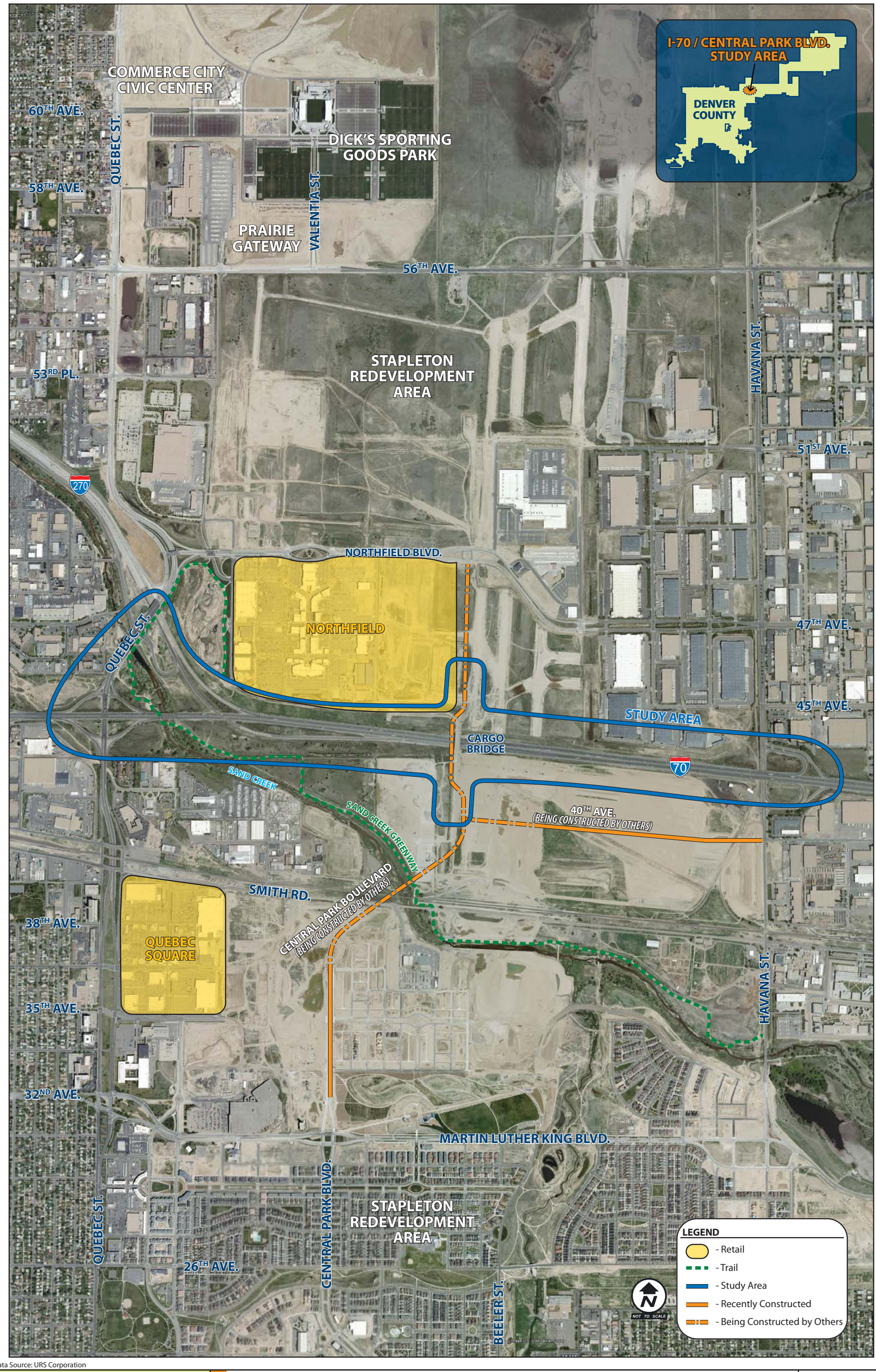
Because completion of the I-70 East EIS and its resulting decision document may be well into the future, in December 2007 CCD determined, and FHWA concurred, that adherence to the Council on Environmental Quality (CEQ) regulations can be maintained while advancing a new interchange at CPB through the NEPA process as an independent project. The participating agencies determined that an I-70/CPB Interchange would have logical termini, independent utility, and would not restrict consideration of alternatives for other reasonably foreseeable transportation improvements to the I-70 corridor (Appendix B: Agency Coordination).

Purpose and Need

The purpose of the proposed project is to provide improved connectivity to I-70 that supports local and regional access to/from existing and planned land uses served by CPB north and south of I-70.

New travel demand will be generated by Stapleton as well as other major developments such as Prairie Gateway, Dick's Sporting Goods Stadium, and the Rocky Mountain Arsenal National Wildlife Refuge. This project needs to meet the current and forecasted transportation demands. The following issues are constraining the ability to meet these demands:

- Change in land use and increased transportation demand
- Limited transportation network capacity
- Poor regional mobility to/from the project area



Data Source: URS Corporation

CENTRAL PARK BOULEVARD INTERCHANGE
I-70 / CENTRAL PARK BOULEVARD INTERCHANGE

FIGURE ES - 1
Project Location and Study Area

DENVER THE MILE HIGH CITY

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Existing and Forecast Conditions

Operational analysis of the transportation system in the study area was completed for the years 2003 (base year), 2010 (the originally anticipated opening year), and 2035 (future year of the applicable state and regional long-range transportation plans). Results from the I-70 East Draft Environmental Impact Statement (DEIS), relevant to this study area, were summarized to provide an assessment of "base year" operating conditions. Microscopic traffic simulation models were developed using the VISSIM software to facilitate operational analysis of the 2010 and 2035 scenarios.

Traffic operational analysis for 2003 was reported in the DEIS to establish a baseline scenario of how the roadway network in the study area currently performs. Results from operational analysis of 2003 indicate that several locations on I-70 operated close to capacity. Accordingly, most of these locations experienced Level of Service (LOS) E or F during one or both of the AM and PM peak hours, while others experienced LOS D or better. I-70 mainline experienced various extents of congestion and delay during the peak traffic periods. All ramp intersections in the study area operated at LOS D or better during both peak hours.

To understand accident history and patterns in the study area, recent safety analyses were reviewed. The CDOT Safety and Traffic Engineering Branch conducted a safety study as part of the *I-70 East DEIS*. In the study, I-70 mainline in the I-70/CPB study area experienced an undesirable Level of Service of Safety (LOSS) III or IV (I being the most favorable and IV being the worst LOSS) concerning both total crashes and severe crashes involving injury(s) and/or fatality(s). Analysis of historical crash data for ramp intersections of Havana Street and Quebec Street Interchanges identified increased patterns and/or high frequency of crashes at these intersections, such as rear-end, sideswipe, and approach-turn crashes. Alternative safety measures to address specific crash patterns and to improve overall traffic safety were proposed in this report.

Traffic forecasts of 2010 and 2035 for the study area were developed using the Denver Regional Council of Governments (DRCOG) regional travel demand model. From 2003 to 2010, I-70 is forecast to experience an increase of traffic from 10 percent to 14 percent, while Havana Street is forecast to have its traffic grow by 74 percent. From 2010 to 2035, traffic volumes on I-70 are forecast to increase by 35 percent to 37 percent, on Quebec Street by 5 percent, on Havana Street by 20 percent, and on *CPB* by 149 percent. Overall, I-70 traffic

variances reflect a regional traffic growth caused by regional land use development and population growth over the next 30 years, including Stapleton. Forecast peak hour traffic volumes of 2010 and 2035 provided essential data input for traffic modeling and operational analysis of various alternatives.

Alternatives Considered

A number of transportation alternatives were developed after the purpose and need for the project were determined and input was obtained from nearby neighborhoods, businesses, local jurisdictions, and stakeholders. Alternatives developed and evaluated as a part of the *I-70 East DEIS* were also reviewed in this study. The *I-70 East DEIS* identified a diamond interchange consisting of braided ramps west of the CPB as the preferred interchange concept. Variations of this concept were then developed, resulting in five alternatives for this EA, including: (1) No Action, (2) New Bridge with Transportation System Management (TSM), (3) Braided Ramp Interchange with a new *CPB* bridge over I-70, (4) Braided Ramp Interchange with the existing cargo bridge for CPB to cross I-70, and (5) Improve Adjacent Interchanges. The alternatives, as summarized in Table ES-1, provided a reasonable range of interchange options.

Table ES-1
Description of Alternatives

Alternative		Key Design Features					Comments
		CPB Bridge Over I-70		Number of Ramps to/from I-70/I-270 at CPB		Multi-modal Access (Sidewalk and/or Bicycle Lane or Multi-use path)	
		Cargo Bridge	New Bridge	Eastbound	Westbound		
1	**No Action** – No interchange. CPB crosses I-70 on existing cargo bridge.	x		0 (no interchange)	0 (no interchange)	Multi-use paths on cargo bridge.	Rehabilitate cargo bridge (by PCMD).
2	**New Bridge with TSM** – No interchange. Construct new bridge over I-70 for CPB. Minor ramp improvements at Quebec and Havana interchanges.		x	0 (no interchange)	0 (no interchange).	Multi-use paths on new bridge.	Six through lanes on bridge.
3A	**New Bridge** – Construct new bridge over I-70 for CPB. Braided ramp interchange with single on/off-ramp (EB & WB) for I-270 and CPB.		x	1 off-ramp from I-70 to CPB; 1 on-ramp from I-270 and CPB to I-70.	1 off-ramp from I-70 to CPB and I-270; 1 on-ramp from CPB to I-70.	Multi-use paths on new bridge.	Six through lanes on bridge.
3B	**New Bridge** – Construct new bridge over I-70 for CPB. Braided ramp interchange with two consecutive on/off-ramps (EB & WB) for I-270 and CPB.		x	1 off-ramp from I-70 to CPB; 1 on-ramp from I-270 to I-70 and 1 on-ramp from CPB to I-70.	1 off-ramp from I-70 to CPB and 1 off-ramp from I-70 to I-270; 1 on-ramp from CPB to I-70 and I-270.	Multi-use paths on new bridge.	Six through lanes on bridge.
4A	**Cargo Bridge** – CPB crosses I-70 on existing cargo bridge. Braided ramp interchange with single on/off-ramp (EB & WB) for I-270 and CPB.	x		1 off-ramp from I-70 to CPB; 1 on-ramp from I-270 and CPB to I-70.	1 off-ramp from I-70 to CPB and I-270; 1 on-ramp from CPB to I-70.	Multi-use paths on cargo bridge.	Rehabilitate cargo bridge (by I-70/CPB Interchange project).
4B	**Cargo Bridge** – CPB crosses I-70 on existing cargo bridge. Braided ramp interchange with two consecutive on/off-ramps (EB & WB) for I-270 and CPB.	x		1 off-ramp from I-70 to CPB; 1 on-ramp from I-270 to I-70 and 1 on-ramp from CPB to I-70.	1 off-ramp from I-70 to CPB and 1 off-ramp from I-70 to I-270; 1 on-ramp from CPB to I-70 and I-270.	Multi-use paths on cargo bridge.	Rehabilitate cargo bridge (by I-70/CPB Interchange project).
5	**Improve Adjacent Interchanges** – No interchange at CPB. Construct two-lane off-ramps at Quebec interchange; construct compressed diamond interchange at Havana Street.	x		0 (no interchange).	0 (no interchange).	Multi-use paths on cargo bridge.	Rehabilitate cargo bridge (by PCMD).

Source: URS Corporation
Notes: CPB – Central Park Boulevard
TSM – Transportation System Management
EB – eastbound, WB – westbound, PCMD – Park Creek Metro District

Screening of Alternatives

These alternatives were evaluated in a two-step screening process, including an initial screening (using "fatal flaw" criteria) and the detailed screening to identify the preferred alternative. The established project purpose and need, potential environmental impacts, and practicality and feasibility were used as criteria for initial screening. The initial screening results indicated that only alternatives including an I-70/CPB Interchange with a new CPB bridge over I-70 could potentially meet the project purpose and need; avoid, minimize or mitigate potential environmental impacts; and be practical and feasible. The other alternatives excluding the No Action were eliminated from further evaluation.

Three alternatives, carried forward from the initial screening, were assessed in the detailed screening process against a set of criteria grouped into three categories: engineering (traffic operations and design), environmental (potentially impacted resources), and other criteria (multi-modal access and consistency with local planning documents). Traffic operational performance measures were used in the screening process.

Preferred Alternative

As the result of the screening process, the preferred alternative (Figure 3-6 in the EA) proposes a braided-ramp interchange for I-70. With this alternative the existing cargo bridge would be demolished and a new bridge over I-70 would be constructed immediately east of the cargo bridge site. The proposed interchange provides for a new CPB bridge over I-70, with consecutive eastbound on-ramps for I-270 and CPB and consecutive westbound off-ramps for CPB and I-270 ("Alternative 3B"). This alternative best meets the purpose and need of the project and has minor impacts. All impacts will be mitigated as identified and detailed in the EA, Section 4.11 Summary of Mitigation and Commitments. The preferred alternative was determined to be consistent with the Colorado 2035 Statewide Transportation Plan (STP) (CDOT 2008), the 2035 Metro Vision Regional Transportation Plan (MVRTP) (DRCOG, 2007), and the Denver Strategic Transportation Plan (CCD, 2008).

Project Funding and Construction Cost

As shown in the following table, construction funds to implement the Preferred Alternative have, and will be, assembled from several sources including federal transportation funds and CCD bond funding.

Table ES-2
Project Funding Sources

Funding Entity	Funding Program	Funding Amount ($ million)	Funding Availability	Order of Expenditure (1 = first; 3 = last)
Federal	American Recovery Reinvestment Act (ARRA) of 2009	12.0	FY 2009	1
Federal	SAFETEA-LU	6.3	FY 2009	2
Federal	Interstate Maintenance (IM) funds	1.8	FY 2009	2
City & County of Denver	2007 Better Denver Bond Program (designated for project)	10.0	FY 2009	3
City & County of Denver	2007 Better Denver Bond Program (supplement for project)	20.0	FY 2009	3
	Total Funds:	50.1		

FY = fiscal year
SAFETEA-LU = Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. 2005

Estimated costs to implement the Preferred Alternative (in 2009 dollars) are:

Final design and construction:	$ 42.7 million*
Pre-design and agency costs (including environmental clearance process; concept design; design reviews, public art and construction oversight):	$ 4.7 million
Other costs and contingencies:	$ 2.7 million
Total project cost:	$ 50.1 million

* Includes $1.8 million for I-70 eastbound auxiliary lane and shoulder, I-270 to Havana Street

The design and construction of CPB from 36th Avenue to Northfield Boulevard (excluding the bridge over I-70 and interchange ramp intersections) is an independent, but concurrent, project to the I-70/CPB Interchange. CPB from 36th Avenue to Northfield Boulevard (including the extension of 40th Avenue to CPB) will be implemented in phases to provide the required

connectivity at the interchange. Funding for this project is provided through an Individual Facilities Development Agreement (IFDA IC-4) between PCMD, CCD, and Forest City Stapleton.

The preliminary funding plan for the design and construction of CPB (2008 dollars) is as follows:

- Construction of initial half-section of CPB from 36th Avenue to Northfield Boulevard: **$19.1 million** (programmed for completion by 2013, prior to or concurrent with the completion of the I-70/CPB Interchange)
- Construction of ultimate section: **$13.0 million** (approximately 2016 completion, but determined by roadway and intersection capacity needs)

Affected Environment, Impacts, and Mitigation

Wildlife

Impacts to wildlife are expected to be minimal. The construction of the Preferred Alternative would not cause a new division of previously contiguous habitat. Mitigation efforts would be implemented to avoid any impacts to nesting migratory birds, including raptors that may be in the project area.

Threatened, Endangered, and Sensitive Species

The Preferred Alternative would have no affect on federally listed threatened or endangered species. There would be permanent impacts to black-tailed prairie dogs (BTPD), which are considered a state species of special concern. The I-70/CPB Interchange project would permanently impact 21.9 acres, and temporarily impact 1.8 acres of BTPD habitat. The project would comply with the *Impacted Black-tailed Prairie Dog Policy* (CDOT 2009) and the *Black-tailed Prairie Dog Relocation Guidelines* (CDOT 2002). Since BTPD colonies are abundant in the project area, burrowing owls may occupy portions of the colonies. Burrowing owls are a state-listed threatened species, and protected under the Migratory Bird Treaty Act (MBTA). The first of three surveys was completed between April 28, 2009 and May 7, 2009 to determine presence of burrowing owls in BTPD colonies that may be affected by the project. During the survey, burrowing owls were not observed within the BTPD colonies in the project area. A second survey will be completed in July 2009; and a third prior to construction, if

construction begins between March 15 and October 31. If burrowing owls are located during the third survey prior to construction, activities will be avoided within 150 feet of burrows used by burrowing owls, between March 15 and October 31.

Hazardous Materials

Contaminated soil and/or groundwater may be encountered during construction of the preferred alternative. Based on the findings in the Modified Environmental Site Assessment report, four sites were identified which may directly impact the Preferred Alternative construction plans in the surface or near surface soils. Five sites were identified with the potential to impact road and bridge construction at depths approaching the ground-water surface elevation. Appropriate mitigation efforts would be implemented if contamination is encountered during construction activities.

Water Quality

The study limits for water quality impacts are generally the immediate site of the roadway widening project and water bodies within the project area into which the runoff from the project would be collected and discharged. The Preferred Alternative will comply with existing water quality permits and regulations.

Floodplains

The Preferred Alternative will have impacts on the Sand Creek floodplain. Construction of the ramps in the southwest quadrant of the interchange would require mitigation of floodplain impacts. The proposed ramps would be constructed on embankment, requiring the construction of a channel adjacent to the new I-270 southeast-bound ramp. Revisions to the floodplain, based on these improvements, would substantially decrease the amount of CDOT right-of-way (ROW) located within the 100-year floodplain level.

Wetlands and Waters of the United States

One wetland area was identified in the project area totaling 0.146 acre. This area is located southwest of the proposed crossing of CPB over I-70. Per Section 404 of the Clean Water Act (CWA), impacts to wetlands and other water features must be avoided, minimized, or mitigated (in order of preference). The US Army Corps of Engineers (USACE) made a site visit

on May 5, 2009 to visually assess the area for evidence of a surface nexus to Sand Creek. During that visit, the USACE did not observe a contiguous wetland indicator or a defined ordinary high water mark. The USACE determined the delineated wetland area and drainage swale were not jurisdictional, and therefore the project will not require a USACE Section 404 Permit. Regardless of this determination, all wetlands will be mitigated for by purchasing credits from the Middle South Platte River Mitigation Bank.

Other Resources

During the EA process, there were either minor or no direct or indirect impacts identified for some resources evaluated. In some cases, the resources were not present within the project area. These resources include Land Use, Vegetation, Farmlands, Noise, Transportation Network, Public Service and Utilities, Socioeconomics, Historic Preservation, Paleontological Resources, Native American consultation, Parklands and Recreation, Geology and Soils, Air Quality, and Aesthetics.

Cumulative Effects

The geographic area used for regional analysis of potential cumulative effects is contained within the secondary and cumulative effects area for the *I-70 East DEIS* (PBS&J 2008). Since the I-70/CPB Interchange was included in the *I-70 East DEIS*, cumulative effects were summarized from that analysis and then updated to reflect the impacts associated with this project. Cumulative effects are discussed for key resources.

Mitigation and Commitments

A summary of the relevant and reasonable mitigation and commitments are listed in Table ES-3.

Table ES-3
Summary of Proposed Project Mitigation, Commitments, and Best Management Practices

Environmental Component	Mitigation
Wildlife	Field survey in April and May 2009 located two raptor nests within the project area. Additional raptor nest surveys will be conducted during an appropriate season to evaluate the presence of active raptor nests within the project area. If an active nest is located in or near the project area, CDOW will be contacted regarding use of seasonal buffers to prevent disturbance to nesting birds during construction; Land-clearing activities in natural habitats will be timed to avoid the breeding season to avoid impacts to active bird nests. If needed, trees in the construction area of disturbance will be cleared prior to March 1 or after August 31 to prevent raptors (and other birds) from nesting on site and to avoid the taking of, or disturbance to, active nests during the breeding season; If land-clearing operations cannot be avoided during the breeding season, a survey for nesting birds will be conducted prior to construction. If no active nests are present, construction may proceed. If active nests are found that cannot be avoided during the period when eggs or young birds are present, construction will be suspended until the USFWS is contacted with the results of the survey and a plan of action is developed. The existing cargo bridge structure was visually inspected by team biologists for the presence of cliff swallows (*Petrochelidon pyrrhonotaon*) on May 1, 2009. At that time, swallows were not observed nesting on the bridge structure. The following mitigation will be required: Work on structures. The Contractor shall take one of the two following options: 1. Complete all construction activities on structures, including large (equal or greater than 48 inch) culvert pipes, prior to April 1or after August 31; or 2. If construction occurs on structures between April 1 and August 31, prevent swallow nests from being constructed. If Option (2) is chosen, the Contractor shall perform the following: i. The Contractor shall remove existing swallow nests prior to April 1. If the Contract is not awarded prior to April 1 and CDOT has removed existing swallow nests, then the monitoring of nest building shall become the Contractor's responsibility upon Notice to Proceed. ii. During the time that the swallows are trying to build or occupy their nests, between April 1 and August 31, the Contractor shall monitor the structures at least once every three days for any nesting activity. iii. If the birds have started to build any nests, the nests shall be removed immediately, before a substantial portion of the nest is constructed. Using water to remove the nests is prohibited. Wear an appropriate respirator that can filter particles as small as 0.3 microns Wear disposable protective gloves, hat, coveralls and boots Using netting or another approved method to prevent swallows from building nests at a site is acceptable. If active swallow nests become established(eggs or young in the nest), all work that impacts the nests shall be avoided until the chicks have fledged or the nest is unoccupied as determined by the wildlife biologist. The Contractor shall prevent construction activity from displacing swallows after they have laid their eggs and before the young have fledged. If the project continues into the following spring, this cycle shall be repeated.
Threatened and Endangered Species	No mitigation required.

Environmental Component	Mitigation
Special Status Species	Implement CDOT *Impacted Black-tailed Prairie Dog Policy*, dated January 15, 2009; Conduct burrowing owl surveys within potential impacted black-tailed prairie dog (BTPD) colonies between March 15 and October 31; Calculate acreage of impacted colonies and an estimated number of BTPDs in affected area during the final design phase; Survey area for BTPD colonies prior to construction; Coordinate manipulation of BTPD colonies with CCD and CDOW Wildlife manager prior to disturbance of habitat.
Hazardous Materials	Conduct individual, site-specific ASTM Standard Phase I Environmental Site Assessments of properties, as necessary, before acquisition of ROW; Prepare Phase II Environmental Site Assessment in areas where groundwater may be encountered during construction, and in areas where soil contamination may be encountered; Conduct an asbestos and lead-based paint survey of the cargo bridge prior to demolition; Complete necessary asbestos abatement on bridge structure for issuance of demolition permit from CDPHE; Develop a Materials Management Plan (which includes asbestos-containing materials) and a health and safety plan, as required by Section 250 of the CDOT Standard Specifications for Road and Bridge Construction, if contaminated soil and/or groundwater may be encountered; Implement BMPs for storage of fuels and lubricants such as Spill Prevention, Control, and Countermeasure plans.
Water Quality	Implement BMPs per CDOT's *Urban Storm Drainage Criteria Manual;* Construct channel adjacent to I-270 southeast-bound ramp to capture 100% Water Quality Capture Volume (WQCV); BMPs per CDOT *Erosion Control and Stormwater Quality Guide;* Prepare Construction CDPS stormwater discharge permit; Obtain Section 402 dewatering permit; Install silt fence/erosion controls; Construct two water quality retention ponds; Minimal disturbance of vegetated areas and re-seeding as soon as practical; Implement BMPs for material storage, re-fueling, and spill containment such as straw bales for erosion control; Follow CDOT's Standard Specifications, Sections 101, 107, and 208 and new procedures in the Erosion Control for Contractor manual; Comply with CDPHE Water Quality Consent Decree with CDOT.
Floodplains	Prepare LOMR for impacts to floodplains at completion of construction. Obtain floodplain development permit from the CCD before construction in the floodplain area.
Wetlands and Waters of the US	Wetland Findings Report has been prepared for CDOT. Complete mitigation requirements as required by CDOT/FHWA. Purchase of credits for impacts to 0.146-acre impact to wetland habitat from the Middle South Platte River Wetlands Mitigation Bank. Send certificate from Bank to CDOT to confirm transaction.
Land Use	No mitigation required.
Right-of-Way (ROW)	If ROW is required from private property owners, the owners will be treated fairly, consistently, equitably and will be compensated at fair market value per Uniform Relocation Assistance and Real Property Acquisition Policies Act, 49 CFR 24, State statutes, and CDOT policies and procedures. Obtain permission to enter property, complete work within designated work zone, and restore land to preconstruction conditions.

Environmental Component	Mitigation
Vegetation	Avoid impacting areas outside limits of construction; Reseed with weed-free native seed mix immediately after the topsoil has been replaced; Install silt fences, erosion logs, temporary berms to prevent degradation of habitats adjacent to the construction area by transport of eroded sediment; Replace Vegetation and grasses in disturbed areas to match existing conditions; Obtain Tree Removal Permit from CCD. Bill Cassel, CCD Arboreal Inspector, visited the site on April 27, 2009 and can assist with necessary documentation.
Noxious Weeds	Prepare Integrated Noxious Weed Management Plan; Inspect Contractors' vehicles before construction to ensure they are free of soil and debris capable of transporting noxious weed seeds or roots; Treat noxious weeds with herbicides or physically removed to prevent seeds from blowing into disturbed areas during construction; Conduct periodic surveys during the construction period to identify and treat noxious weed populations that have developed; Assess potential areas of topsoil salvage for presence and abundance of noxious weeds prior to salvage. Topsoil from heavily infested areas will either be treated by spraying, taken offsite, or buried during construction; Reclaim areas of temporary disturbance in phases throughout construction, and seed using a permanent native seed mixture. Only certified weed-free mulch and bales will be used.
Farmlands	No mitigation required.
Noise	Restrict construction activities after 10 p.m. and before 7 a.m.; Schedule noise intensive construction activities to occur simultaneously; Use well-maintained equipment (particularly with regard to mufflers); Place noise blankets on equipment and use quiet-use generators; Obtain Construction Noise Variance Permit.
Transportation Network	Traffic on all streets will remain open, though temporary lane closures will be necessary. Maintain access to businesses per CCD and CDOT requirements; Coordinate with emergency and law enforcement services regarding any potential road closures or delays; Prepare a Traffic Control Plan to be implemented during construction. The Traffic Control Plan will require approval by CDOT.
Public Services and Utilities	Utility coordination is currently underway. Remaining utility owners/operators will be notified and asked to confirm utility locations and potential conflicts; Accurately locate and mark utilities; Coordinate with utility owners/operators, if required; Utility lines will be moved, avoided, or rerouted to circumvent service disruption. Coordinate with CDOT's utility and access permits office.
Socioeconomics	No mitigation required.
Environmental Justice	No mitigation required.
Historic Preservation	Any subsurface archaeological discovery will result in an immediate halt in construction activities in the area and notification to CDOT, SHPO, and FHWA. Construction activities will not resume until all materials have been evaluated and adequate measures have been taken for their protection.
Paleontological Resources	In any areas where construction activities will impact geologic units of high paleontological sensitivity, the CDOT staff paleontologist or a qualified designee will conduct continuous or spot-check construction monitoring of those activities. If paleontological resources are uncovered during project construction in areas not being actively monitored, the CDOT staff paleontologist will be notified immediately. The project will follow CDOT Spec 107.23.
Native American Consultation	No mitigation required.
Parks and Recreation	No mitigation required.

Environmental Component	Mitigation
Geology and Soils	Salvage topsoil.
Air Quality	Use proper construction scheduling to lessen impacts; Implement appropriate BMPs including but not limited to: Cover loads; wet disturbed soils and soil piles; stabilize and cover stock pile areas; Minimize off-site tracking of mud by washing construction equipment and use temporary stabilization; Limit vehicle speed of construction related equipment; Obtain Air Pollution Emission Notice and Application for Construction Permit from the CDPHE APCD; Prepare a Fugitive Dust Control Plan.
Aesthetics	Re-vegetate with native species; Store equipment in designated areas; Promptly remove stock piles and avoid purchasing and storing materials on-site for extended periods; Comply with *Central Park Boulevard Interchange Aesthetic Design Guidance (URS 2009b)*.

Source: URS Corporation

Notes:

APCD – Air Pollution Control Division
BMPs – Best Management Practices
BTPD – black-tailed prairie dog
CCD – City and County of Denver
CDOT – Colorado Department of Transportation
CDOW – Colorado Department of Wildlife
CDPHE – Colorado Department of Public Health and Environment
CDPS – Colorado Discharge Permit System
CFR – Code of Federal Regulations
CLOMR – Conditional Letter of Map Revision
FHWA – Federal Highway Administration
RTD – Regional Transportation District
SHPO – State Historic Preservation Office
USACE – US Army Corps of Engineers
USFWS – US Fish and Wildlife Service
WQCV – Water Quality Capture Volume

Community Outreach and Agency Involvement

Public Scoping Meeting: CCD conducted an Open House/Public Scoping Meeting to discuss the project. The purpose of the meeting was to inform the public about the project and provide an opportunity for stakeholders to voice their comments and concerns.

Legal notices for the meeting were published in the Rocky Mountain News and Denver Post on June 12, 2008. Announcements advertising the meeting were emailed to the Stapleton community and flyers were delivered to businesses in the area.

The Public Scoping Meeting was held at the Renaissance Denver Hotel, 3801 Quebec Street in Denver on Thursday, June 26, 2008. An Open House at the beginning of the meeting allowed attendees the opportunity to view project exhibits and to discuss and ask questions about the project with the project team. A formal presentation was made which described the history of the project and outlined the environmental assessment study process. A public comment session followed the presentation.

Comments received at the meeting focused on:

- The need for access to Northfield
- Making the project a "high priority"
- Bike and pedestrian accommodations
- Increased traffic

Comments provided by the meeting attendees were used in developing and refining the initial set of improvement alternatives.

Public Meeting: CCD conducted a second Public Meeting to present the interchange alternatives being studied in the EA and provide the community opportunity to offer input on the interchange concepts.

Similar to the publicity program for the previous meeting, legal notices were published in the Denver papers. In addition, flyers were distributed and announcement was made on the project website. The meeting was held at the Radisson Hotel, 3333 Quebec Street in Denver on Tuesday, December 2, 2008. A similar meeting format was used and the public was encouraged to view the project exhibits, discuss alternatives, and ask questions concerning the proposed project with the project team.

Comments received at the meeting focused on:

- Options for the cargo bridge
- Bike and Pedestrian accommodations
- Construction timeframe
- Coordination with RTD
- Improvements to adjacent interchanges

Comments provided by the meeting attendees were used for screening the alternatives and refining the Preferred Alternative.

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Neighborhood Outreach: In addition to the public meetings, the project team informed the neighborhood associations, Forest City (master developers of Stapleton), and the Stapleton community of project updates.

The following organizations were included in project outreach:

- Forest City Stapleton
- Forest City Foundation
- Stapleton Transportation Management Agency
- City Council District 11
- Stapleton United Neighbors
- Stapleton Visitor's Center
- Community Director at Stapleton
- City of Commerce City
- City of Aurora

Project Website: A project website (www.denvergov.org/CentralParkBoulevardInterchange) is used to disseminate project information.

Future Formal Public Outreach: A public hearing will be scheduled during the public comment period for the I-70/CPB EA (anticipated summer 2009).