



E **88TH** AVE
8800 N

I-76 TO HIGHWAY 2

ENVIRONMENTAL ASSESSMENT



Project Number: STU M245-013

Project Code: 22285

Commerce City, Colorado

Lead Agencies:



U.S. Department of Transportation
**Federal Highway
Administration**



COLORADO

Department of Transportation

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Environmental Assessment Signatures

Submitted by:



May 17, 2021

Paul Jesaitis, P.E.
Region 1 Transportation Director
Colorado Department of Transportation

Date

Concurred by:

Stephen Harelson Digitally signed by Stephen Harelson
Date: 2021.05.19 17:33:49 -06'00'

Stephen Harelson, P.E.
Chief Engineer
Colorado Department of Transportation

Date

Approved by:

JOHN M CATER Digitally signed by JOHN M CATER
Date: 2021.05.20 15:13:39 -06'00'

John M. Cater, P.E.
Division Administrator, Colorado Division
Federal Highway Administration

Date

STATUTE OF LIMITATIONS

The Federal Highway Administration may publish a notice in the Federal Register, pursuant to 23 United State Code (USC) 139(I), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

FOR INFORMATION CONTACT

Diana Trettin
Project Manager
City of Commerce City
Public Works
8602 Rosemary Street
Commerce City, Colorado 80022
303-289-8157
dtrettin@c3gov.com

Chris Horn, P.E.
Senior Area Engineer
Federal Highway Administration, Colorado
Division
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720-963-3017
Chris.horn@dot.gov

Vanessa Henderson
Region 1 Environmental Manager
Colorado Department of Transportation
2829 W Howard Place, 2nd Floor
Denver, CO 80204
720-497-6924
vanessa.henderson@state.co.us

More information on the project is available on the project webpage at: <https://capitalprojects.c3gov.com/roads-projects/88th-avenue-widening-project>.

PUBLIC COMMENT PERIOD

The public comment period for this document begins June 1, 2021, and ends July 1, 2021. Written comments on this document can be submitted at the online public event, by mail or email to the contacts listed above, or to the project email at info@88thaveimprovements.com.

PUBLIC EVENT

A public event will be held online. The online event will be available through the City of Commerce City's project website (<https://capitalprojects.c3gov.com/roads-projects/88th-avenue-widening-project>).

CONTENTS

Page No.

1.0 Introduction	1
2.0 What is the Purpose of the Project?	3
3.0 What are the Needs for the Project?	3
4.0 What Alternatives were Evaluated?	4
4.1 What Travel Demand Management Strategies Were Considered?	4
5.0 What Is The Proposed Action?	4
6.0 What Will Happen if the Proposed Action is not Implemented?	14
7.0 How Well Do the No-Action Alternative and Proposed Action Meet the Purpose and Need?	14
8.0 Why are FHWA and CDOT Recommending the Proposed Action?	15
9.0 What are the Impacts Associated with the No-Action Alternative and the Proposed Action?	16
10.0 What Mitigation Commitments will be Made for the Proposed Action?	37
11.0 What Additional Clearances are Required for this Project?	56
12.0 What Permits are Required for this Project?	56
13.0 What Outreach and Opportunities for Stakeholder Participation were Provided?.....	58
13.1 Agency Coordination.....	58
13.1.1 Resource Agencies	58
13.1.2 Native American Tribes	59
13.1.3 Utility Companies.....	60
13.1.4 Railroads.....	60
13.2 Public Involvement	61
14.0 What Additional Opportunities for Stakeholder Participation will be Provided?	63
15.0 References.....	63

Appendices

- Appendix A. Technical Reports and Memos
- Appendix B. Agency Coordination
- Appendix C. Public Involvement
- Appendix D. Preliminary Design Plan Set

Tables

	Page No.
Table 1. Purpose and Need Summary for the No-Action Alternative and Proposed Action.....	15
Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action.....	16
Table 3. Summary of Impacts and Mitigation for the Proposed Action.....	37
Table 4. Required Permits and Approvals.....	57
Table 5. Public Involvement.....	61

Figures

	Page No.
Figure 1. E. 88th Avenue Location Map.....	1
Figure 2. Project Study Area.....	2
Figure 3. Proposed Action Design Elements.....	5
Figure 4. Typical Section for E. 88th Avenue between Brighton Road and Rosemary Street.....	6
Figure 5. E. 88th Avenue and Mile High Flea Market Entrance Intersection.....	7
Figure 6. Left-Turn Lane Assignments for Normal Roadway Operations and Mile High Flea Market Event Operations.....	8
Figure 7. E. 88th Avenue Bridge Replacement, Improvements at Quince Street, and UPRR Crossing.....	9
Figure 8. Intersection of Rosemary Street and E. 88th Avenue (E. 88th Avenue to 88 Drive-In Theatre Entrance).....	11
Figure 9. Rosemary Street from 88 Drive-In Theatre Entrance South to 86th Avenue.....	11
Figure 10. Typical Section for E. 88th Avenue between Rosemary Street and Highway 2 (looking east).....	12
Figure 11. Intersection of E. 88th Avenue, BNSF Railway Tracks, and Highway 2.....	13
Figure 12. National Register of Historic Places-Eligible Properties.....	36
Figure 13. Open House Mailer.....	62

The Environmental Assessment with Appendices is available online at:
<https://capitalprojects.c3gov.com/roads-projects/88th-avenue-widening-project>

ACRONYMS AND ABBREVIATIONS

BNSF	BNSF Railway
CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
CPW	Colorado Parks and Wildlife
dBA	A-weight decibels
DRCOG	Denver Regional Council of Governments
E. 86th Avenue	East 86th Avenue
E. 88th Avenue	East 88th Avenue
FHWA	Federal Highway Administration
EA	Environmental Assessment
I-25	Interstate 25
I-76	Interstate 76
LOS	Level of Service
MS4	Municipal Separate Storm Sewer System
NEPA	National Environmental Policy Act
PM ₁₀	particulate matter 10 microns or less in diameter
RTD	Regional Transportation District
TDM	Transportation Demand Management
UPRR	Union Pacific Railroad

1.0 INTRODUCTION

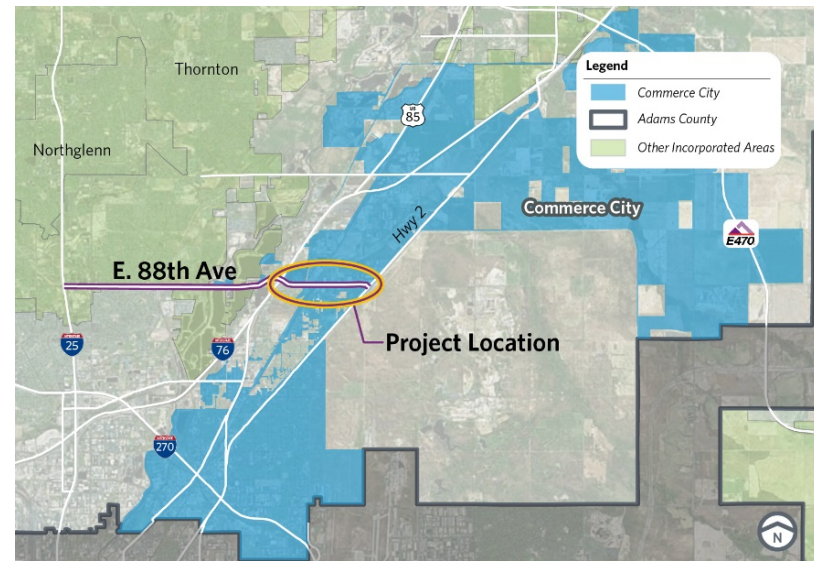
The City of Commerce City, in consultation with the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT), is proposing to improve approximately 1.6 miles of East 88th Avenue (E. 88th Avenue) between Interstate 76 (I-76) and Highway 2, and on Rosemary Street between E. 88th Avenue and East 86th Avenue (E. 86th Avenue). This Environmental Assessment (EA) describes the Purpose and Need, alternatives considered, the Proposed Action, environmental effects and mitigation, and the public and agency involvement process for the E. 88th Avenue (I-76 to Highway 2) Project (project).

E. 88th Avenue is a continuous east-west roadway that runs through Adams County, Colorado, from Interstate 25 (I-25) to Highway 2 (Figure 1). The land uses along the corridor are residential, commercial, and industrial. The residential land uses primarily occur at the east and west ends of the project study limits. The Mile High Flea Market and 88 Drive-In Theatre commercial properties generate considerable event traffic, and the industrial properties generate heavy truck traffic. The project study area extends approximately north and south 200 to 700 feet from the center of E. 88th Avenue, and approximately east and west 230 feet from the center of Rosemary Street and 650 feet south of E. 86th Avenue (Figure 2). Within the project study area, E. 88th Avenue crosses over the O’Brian Canal on a bridge, crosses a Union Pacific Railroad (UPRR) track at grade west of Rosemary Street, and crosses BNSF Railway (BNSF) tracks at grade west of Highway 2.

The E. 88th Avenue corridor has one travel lane in each direction with signalized intersections at the northbound I-76 on- and off-ramps, Brighton Road, Rosemary Street, and Highway 2. E. 88th Avenue provides access to adjacent industrial, commercial, and residential land uses. The project study area lacks pedestrian and bicycle facilities and has north- and southbound bus stops serving north-south Regional Transportation District (RTD) Route 88 on Brighton Road just south of E. 88th Avenue.

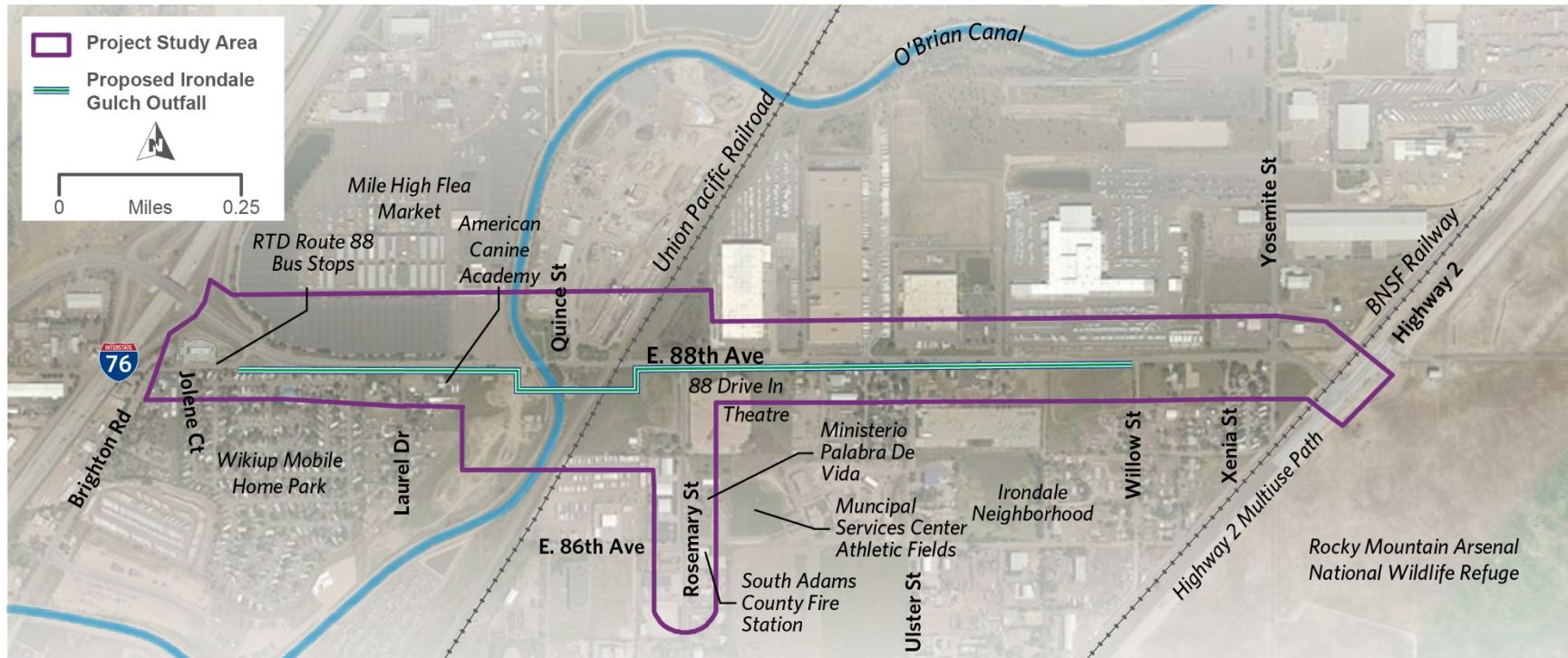
The City of Commerce City’s *C3 Vision Transportation Plan* (Commerce City, 2010a) describes E. 88th Avenue in the project study area as a minor arterial roadway designed to accommodate heavy trucks and other large vehicles. The *C3 Vision Comprehensive Plan* (Commerce City, 2010b) depicts future land use in the project study area as primarily industrial with some residential and a community commercial center located at the junction with I-76. The Comprehensive Plan describes future improvements at the I-76/E. 88th Avenue interchange, improved network connectivity with an extension of Yosemite Street, improved recreational trail connections, and improved water and sewer infrastructure. Widening E. 88th Avenue and improvements at the UPRR crossing were identified as priority improvements in the City of Commerce City’s *Irondale*

Figure 1. E. 88th Avenue Location Map



Neighborhood and Infrastructure Plan (Commerce City, 2018), with partial funding identified in the *City of Commerce City 2019 Proposed Budget* (Commerce City, 2018). The project is also included in the current Denver Regional Council of Governments (DRCOG) *2040 Metro Vision Plan* (DRCOG, 2020).

Figure 2. Project Study Area



The *Irondale Neighborhood and Infrastructure Plan* (Commerce City, 2018) also summarizes ongoing localized drainage issues and recommendations from the *2011 Irondale Gulch Outfall Systems Plan* (Moser & Associates), which includes a proposed outfall system (60-inch-diameter pipe) along E. 88th Avenue called the Irondale Gulch Outfall. A section of the Irondale Gulch Outfall is proposed along E. 88th Avenue within the project study area between I-76 and Willow Street. When complete, the outfall system would begin east of the project study area, pass through the study area along E. 88th Avenue, and then continue across I-76 to the South Platte River.

This EA fully evaluates the environmental impacts associated with the Proposed Action and the No-Action Alternatives and specifies mitigation for the Proposed Action. It also documents the public involvement and agency coordination conducted for the National Environmental Policy Act (NEPA) process.

2.0 WHAT IS THE PURPOSE OF THE PROJECT?

The purpose of the E. 88th Avenue project is to improve traffic operations and accommodate current and future general vehicular traffic, heavy trucks, bicycles, and pedestrians on E. 88th Avenue between I-76 and Highway 2.

3.0 WHAT ARE THE NEEDS FOR THE PROJECT?

The needs for the project are described by two interrelated statements:

Need 1: Improve roadway operations. The need for improvement in roadway operations is primarily due to substandard road design and insufficient future capacity.

- ◆ **Substandard Road Design.** E. 88th Avenue is a two-lane minor arterial roadway. Roadway operations on E. 88th Avenue are negatively affected by its substandard road design characteristics that cause congestion, such as narrow lane widths and lack of turn lanes and acceleration/deceleration lanes, which is exacerbated by the high number of heavy truck trips in the corridor. The high number of access points increases congestion on the corridor as vehicles accelerate and decelerate to turn in and out of the driveways, affecting overall corridor efficiency.
- ◆ **Insufficient Future Capacity.** E. 88th Avenue has insufficient capacity to accommodate the projected demand for vehicle trips in the corridor. Daily traffic volume in 2018 exceeded 20,000 vehicles per day at Rosemary Street with a current Level-of-Service rating of B during the AM peak hour of traffic and C during the PM peak hour of traffic. Daily volume at this location is projected to exceed 27,500 vehicles per day in 2040 (an increase of 37.5%), operating at Level of Service D during the AM peak hour of traffic and E during the PM peak hour of traffic.

Need 2: Accommodate all users. The E. 88th Avenue corridor serves commuter, residential, and commercial trips. The number of heavy truck trips exceeds 15% of overall trips during peak hour, and the growth of heavy-truck traffic is expected to keep pace with the growth of general vehicular traffic. The substandard road design characteristics do not accommodate efficient heavy truck movements and contribute to congestion. In addition, there are no sidewalks or bicycle facilities on E. 88th Avenue and no pedestrian or bicycle connections to the bus stops on Brighton Road. This causes pedestrians and bicyclists to use the unpaved shoulders, compromising safety, and can discourage non-vehicular travel in the corridor.

4.0 WHAT ALTERNATIVES WERE EVALUATED?

The City of Commerce City, in consultation with CDOT and FHWA, determined that two alternatives would be developed for evaluation in this EA—a No-Action Alternative and the Proposed Action.

Multiple design options were developed and evaluated for six design elements within the project study area based on existing and projected traffic volumes and surrounding land use. The Proposed Action is a combination of the design options that were determined to best meet the project's Purpose and Need, while avoiding and minimizing impacts to environmental resources. A full description of the design options screening process is included in the *Design Options Screening Report* included in Appendix A.

4.1 What Travel Demand Management Strategies Were Considered?

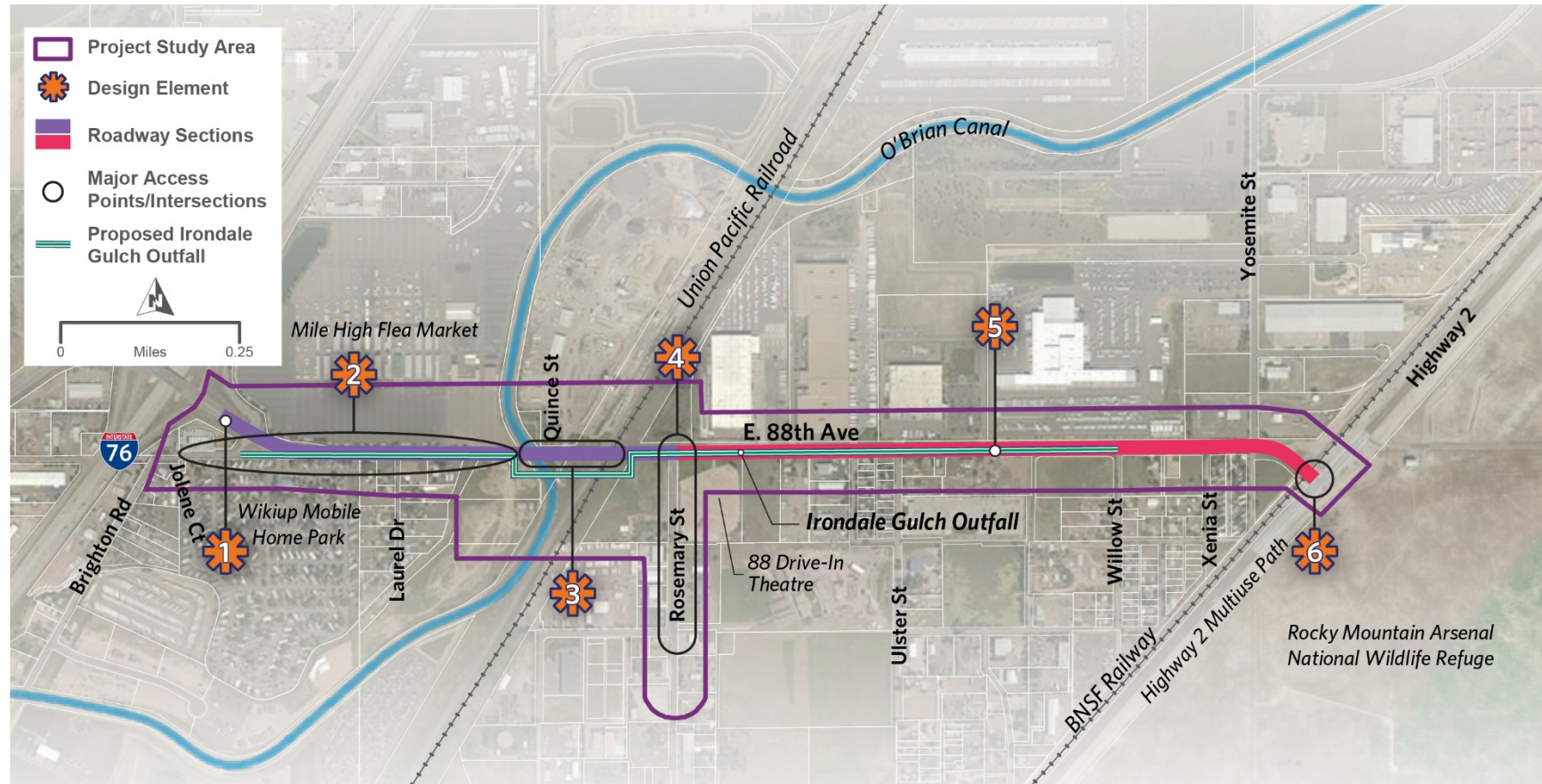
Transportation Demand Management (TDM) principals were included in the Proposed Action. TDM strategies included in the Proposed Action are the following:

- ◆ New bicycle and pedestrian facilities where none exist currently.
- ◆ Accommodate existing transit facilities on Brighton Road and RTD's Access-a-Ride and future planned transit facilities on E. 88th Avenue and Highway 2.
- ◆ Adherence to long-term land use planning, infill development and redevelopment efforts.

5.0 WHAT IS THE PROPOSED ACTION?

The Proposed Action would reconstruct E. 88th Avenue just east of the I-76 northbound ramps between Brighton Road and Highway 2 to improve traffic operations and accommodate all users. The locations of the major design elements that comprise the Proposed Action are numbered from west to east in Figure 3. A plan set showing the preliminary design for the Proposed Action is included in Appendix D.

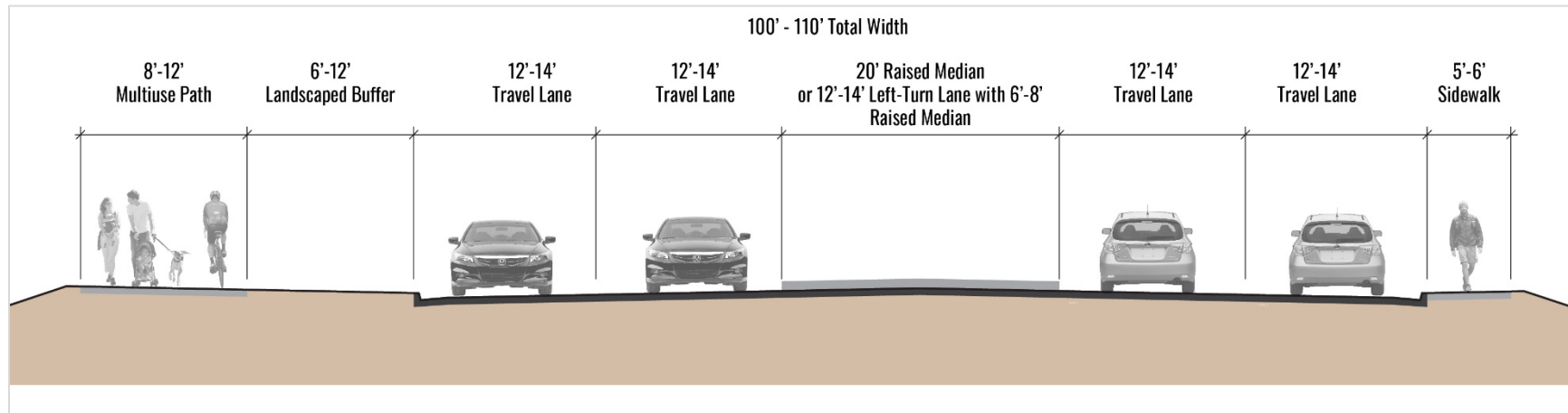
Figure 3. Proposed Action Design Elements



Element 1: E. 88th Avenue between Brighton Road and Rosemary Street. Existing E. 88th Avenue in this area has an approximately 40- to 50-foot-wide typical section consisting of a through lane in each direction. E. 88th Avenue would be reconstructed as an approximately 100- to 110-foot-wide modified four-lane minor arterial from Brighton Road to Rosemary Street. The four-lane minor arterial typical section is defined in the City of Commerce City’s *Engineering Construction Standards, Roadway and Parking Details Typical Sections* (Commerce City, 2017). The modified four-lane arterial typical section uses the basic template of the four-lane arterial typical section, but was modified to best meet the Purpose and Need for the project while reducing impacts along the corridor. The modified four-lane minor arterial has no buffer between the roadway and the sidewalk, and it may have a reduced buffer between the roadway; and the multiuse path may be narrower. The typical section

would include an attached 5- to 6-foot-wide sidewalk on the south side of E. 88th Avenue, two 12- to 14-foot-wide travel lanes in each direction, an 8- to 20-foot-wide raised median (width narrows at left-turn bays), and a detached 8- to 12-foot-wide multiuse path on the north side of E. 88th Avenue separated from the roadway by a 6- to 12-foot-wide landscaped buffer (Figure 4). The centerline alignment of E. 88th Avenue would be shifted approximately 15 to 18 feet to the north between Brighton Road and Rosemary Street to accommodate the wider typical section. Improvements to E. 88th Avenue would tie into driveways and intersections to maintain access and drainage. 8-foot-tall and 10-foot-tall noise barriers are recommended as mitigation for traffic noise impacts along the south side of E. 88th Avenue in front of the Wikiup Mobile Home Park. The recommended noise barriers would not be built if the Benefitted Receptor Preference Survey results in 50 percent or less support for them. Texture and color associated with the noise barriers will be determined during final design by the City of Commerce City and CDOT.

Figure 4. Typical Section for E. 88th Avenue between Brighton Road and Rosemary Street



Element 2: Access to E. 88th Avenue between Brighton Road and the O’Brian Canal. Access to E. 88th Avenue from the Wikiup Mobile Home Park would be limited to right-in and right-out turn movements to and from eastbound E. 88th Avenue. The Jolene Court intersection at Brighton Road would be widened. Signage would be placed on northbound Brighton Road south of the Jolene Court and Brighton Road intersection to notify drivers of cars entering the roadway.

Access to Laurel Drive and the direct driveway connections on the south side of E. 88th Avenue would be improved to maintain access and drainage, and modified to only accommodate right-in and right-out movements. A permitted U-turn movement would be provided at the intersection of Brighton Road and E. 88th Avenue for westbound traffic to access properties on the south side of E. 88th Avenue. The existing exit-only access from the Mile High Flea Market onto E. 88th Avenue would be retained but changed to a right-out only.

The primary access to the Mile High Flea Market on the north side of E. 88th Avenue would be improved with traffic control signals (Figure 5). Access from eastbound E. 88th Avenue to the Mile High Flea Market would have a dedicated left-turn lane at the intersection, which would also allow a permitted U-turn movement. The eastbound travel lane next to the dedicated left-turn lane would be a dynamic lane. The dynamic lane would function as an additional left-turn lane for the Mile High Flea Market during events when there is additional traffic volume, and as a through travel lane during normal roadway operations. The dynamic lane would be controlled by a traffic signal or sign notifying users when the lane is a left-turn lane and when it's a through travel lane. Figure 6 shows how the dynamic lane would function under normal roadway operations and during events at the Mile High Flea Market.

Figure 5. E. 88th Avenue and Mile High Flea Market Entrance Intersection

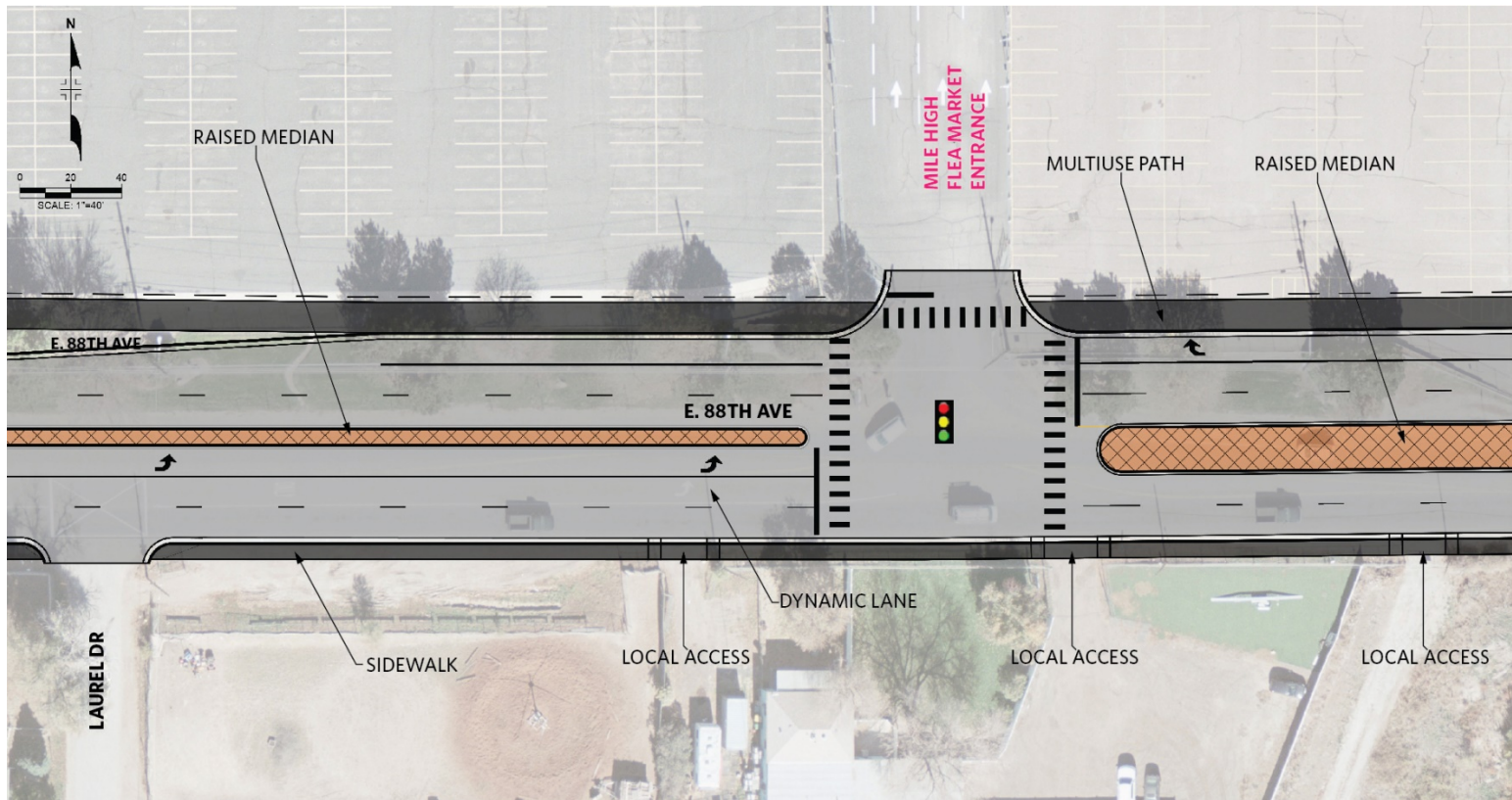
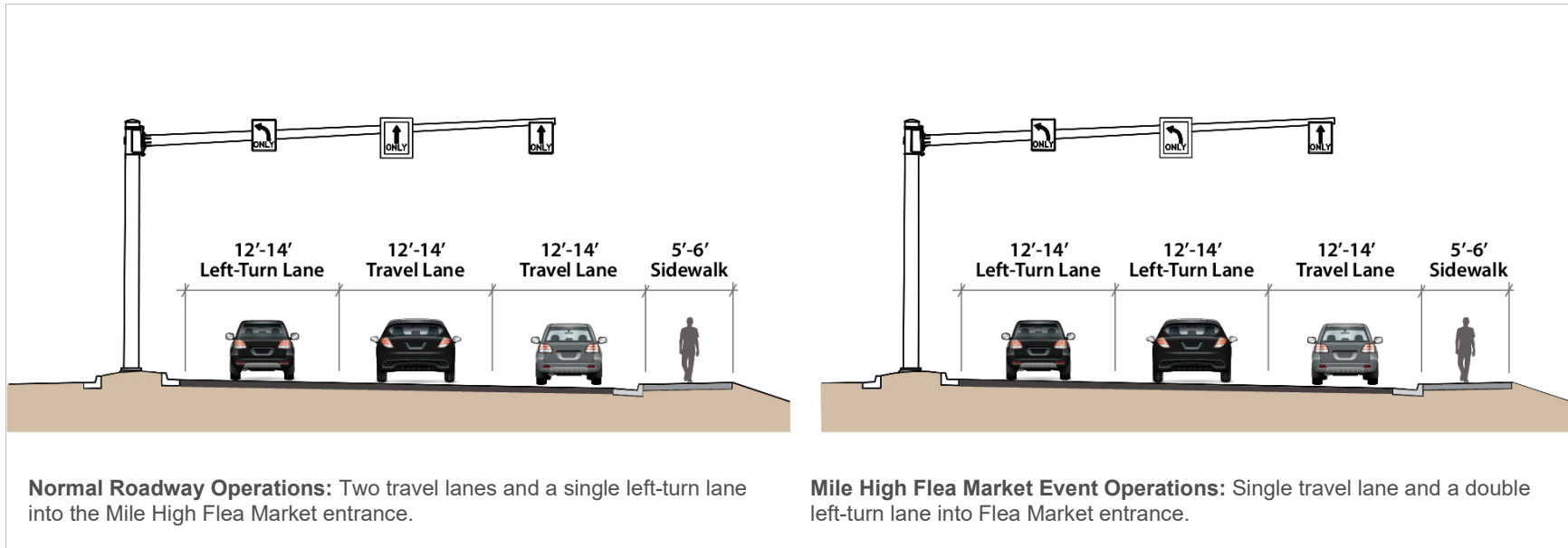
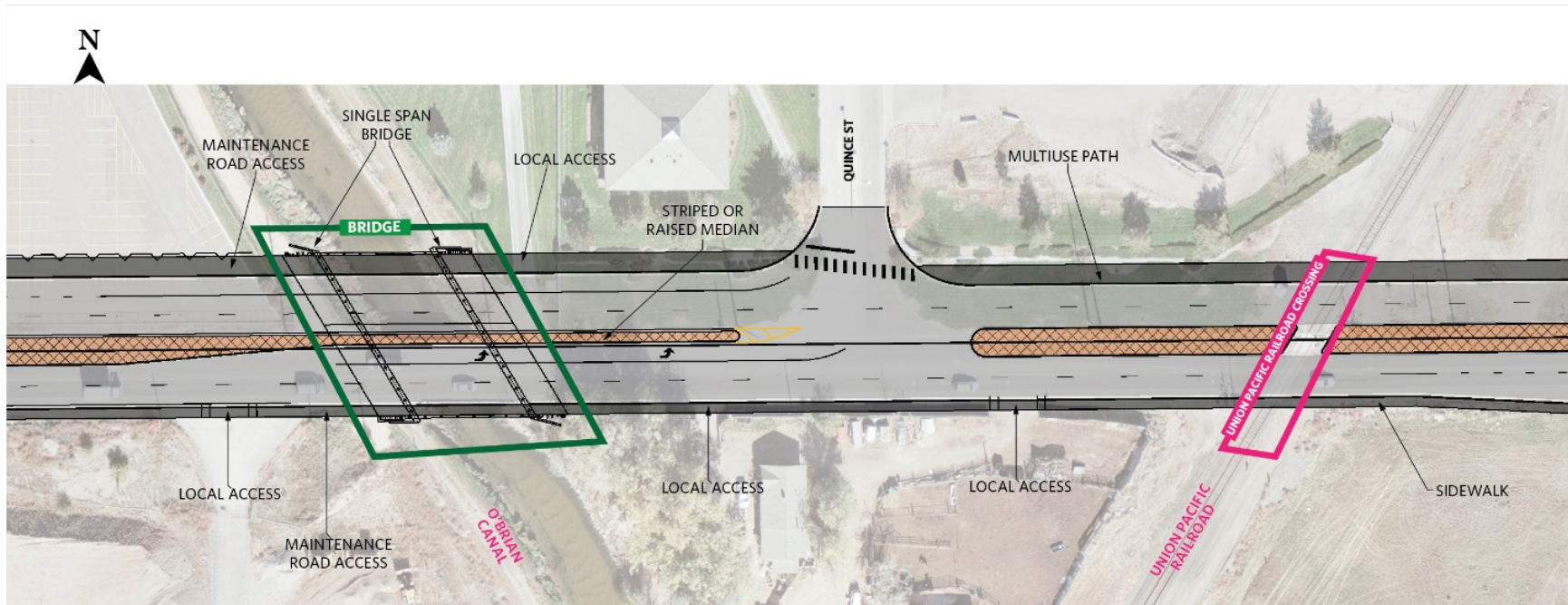


Figure 6. Left-Turn Lane Assignments for Normal Roadway Operations and Mile High Flea Market Event Operations



Element 3: E. 88th Avenue bridge replacement, improvements at Quince Street, and UPRR crossing. A new E. 88th Avenue single-span bridge with a widened typical section would replace the existing bridge over the O'Brien Canal. The typical-section would have two travel lanes in each direction and the sidewalk and multiuse path features described under Element 1 (the median may be striped instead of raised), an acceleration lane for westbound vehicles from existing Quince Street, and a left-turn lane for eastbound traffic entering Quince Street; there would be no buffer between the roadway and multiuse path. Improvements to E. 88th Avenue would tie into driveways and Quince Street to maintain access and drainage. The E. 88th Avenue crossing of the UPRR track would be reconstructed to incorporate the wider roadway, multiuse path, and sidewalk (Figure 7). The at-grade railroad crossing with the UPRR would be improved to current railroad standards and coordinated with the Public Utilities Commission. Specific design features, such as signing and striping, crossing arms, flashing-light signals, and bells or other audible devices, would be decided during final design.

Figure 7. E. 88th Avenue Bridge Replacement, Improvements at Quince Street, and UPRR Crossing

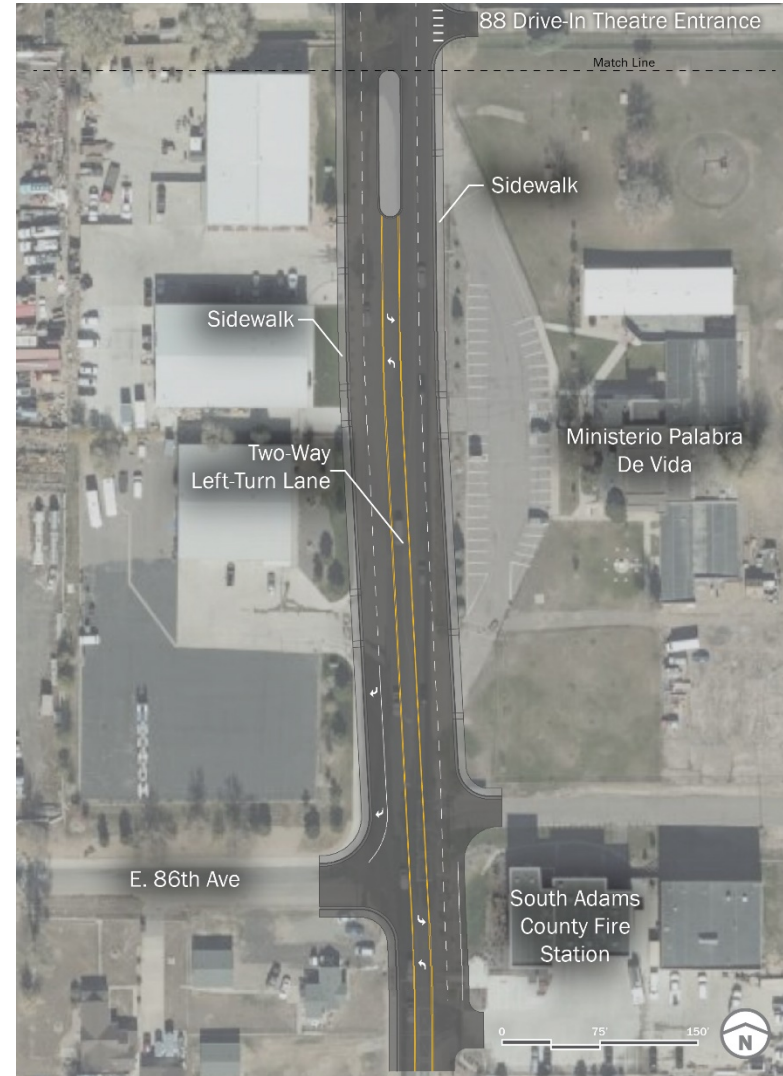


Element 4: E. 88th Avenue and Rosemary Street intersection. The intersection of Rosemary Street and E. 88th Avenue would remain a three-way “T” signalized intersection. The existing intersection E. 88th Avenue eastbound approach has a through lane and right-turn lane, the westbound approach has a through lane and a left-turn lane, and the Rosemary Street approach has a left-turn lane and right-turn lane. The E. 88th Avenue approaches will be widened to accommodate a double-right turn lane as part of the eastbound approach, and an additional through lane as part of the westbound approach. The Rosemary Street approach to E. 88th Avenue would be widened approximately 25 to 30 feet to the west for approximately 600 feet south of E. 88th Avenue to the 88 Drive-In Theatre entrance to accommodate two northbound left-turn lanes and a right-turn lane, two southbound lanes, 5- to 6-foot-wide sidewalks on each side of the roadway, and curb and gutter. A left-turn lane on southbound Rosemary Street would accommodate event traffic for the 88 Drive-In Theatre. Figure 8 shows the proposed intersection configuration at Rosemary Street and E. 88th Avenue. Between the 88 Drive-In Theatre entrance and E. 86th Avenue, the roadway would include two travel lanes in each direction and a two-way left-turn lane. South of E. 86th Avenue, the improvements would immediately tie into Rosemary Street at the South Adams County Fire Station. Improvements to Rosemary Street would tie into driveways and intersections to maintain access and drainage. The design between the 88 Drive-In Theatre entrance and E. 86th Avenue is shown in Figure 9.

Figure 8. Intersection of Rosemary Street and E. 88th Avenue (E. 88th Avenue to 88 Drive-In Theatre Entrance)

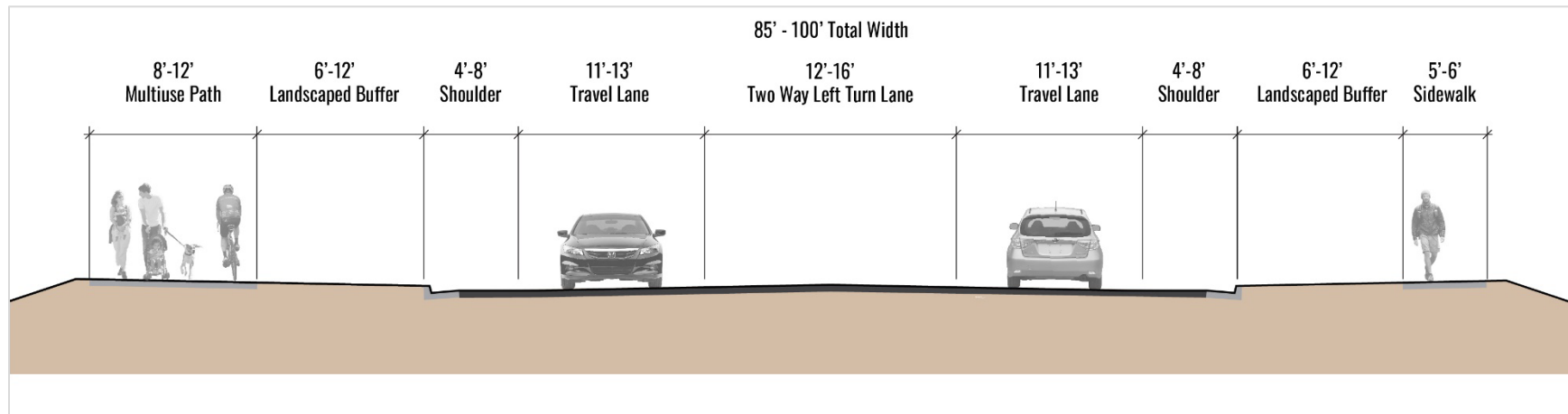


Figure 9. Rosemary Street from 88 Drive-In Theatre Entrance South to 86th Avenue



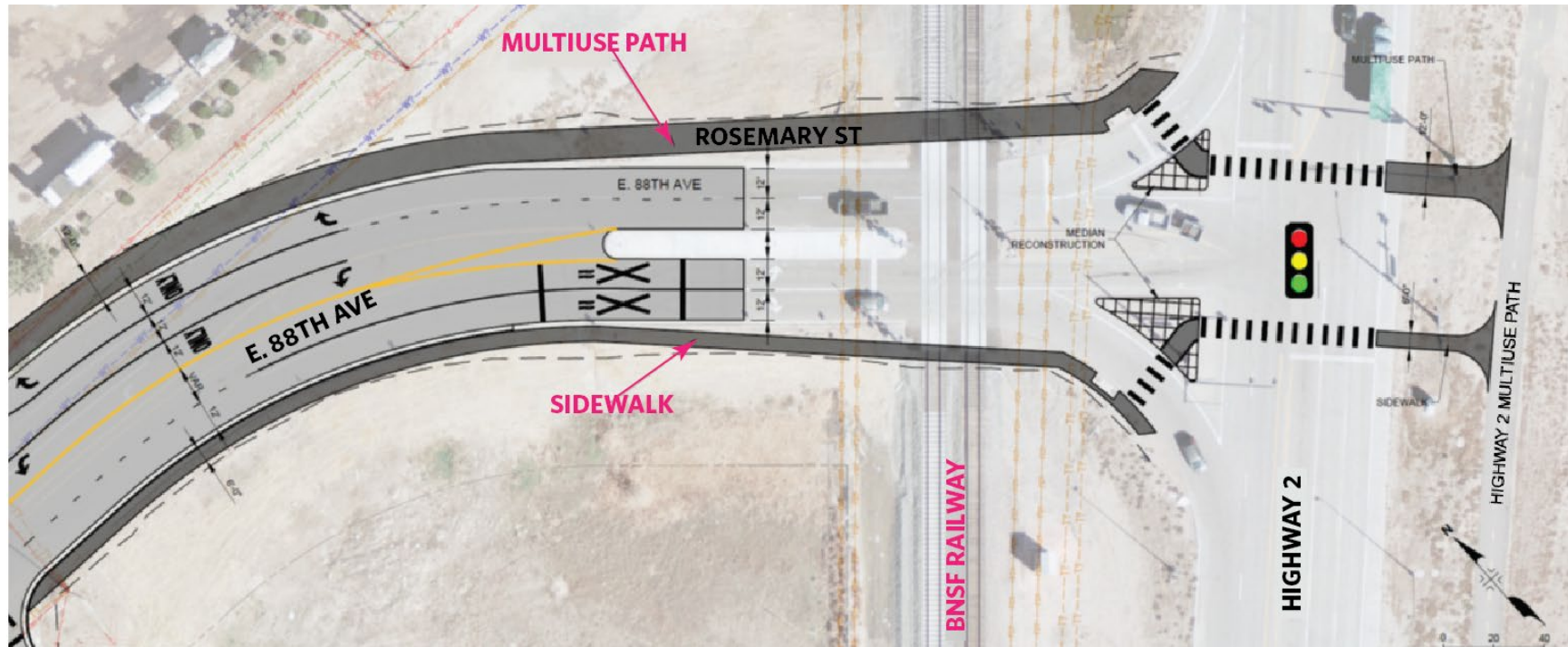
Element 5: E. 88th Avenue between Rosemary Street and Highway 2. E. 88th Avenue would be reconstructed as an approximately 85- to 100-foot-wide modified local industrial collector (Figure 10). The typical section would include one 11- to 13-foot-wide travel lane with an additional 4- to 8-foot-wide shoulder in each direction, a 12- to 16-foot-wide two-way left-turn lane at the center, a 5- to 6-foot-wide sidewalk on the south side of E. 88th Avenue, and an 8- to 12-foot-wide multiuse path on the north side of E. 88th Avenue. Both the sidewalk and multiuse path would be separated from the roadway by a 6- to 12-foot-wide buffer. The alignment of E. 88th Avenue would be shifted approximately 4 to 12 feet to the north to accommodate the wider typical section. Improvements to E. 88th Avenue would tie into driveways and intersections to maintain access and drainage and accommodate future improvements to local roads. Two noise barriers are recommended as mitigation for traffic noise impacts—a 12-foot-tall noise barrier along the south side of E. 88th Avenue east of Ulster Street, and a 12-foot-tall noise barrier along the south side of E. 88th Avenue between Xenia Street and Yosemite Street. The recommended noise barriers would not be built if the Benefitted Receptor Preference Survey results in 50 percent or less support for them. Texture and color associated with the noise barriers will be determined during final design by the City of Commerce City and CDOT.

Figure 10. Typical Section for E. 88th Avenue between Rosemary Street and Highway 2 (looking east)



Element 6: E. 88th Avenue, BNSF Railway tracks, and Highway 2 intersection. The intersection of E. 88th Avenue, BNSF tracks, and Highway 2 was reconstructed in 2018. The Proposed Action would not reconstruct E. 88th Avenue at the intersection. The new multiuse path on the north side of E. 88th Avenue and the new sidewalk on the south side of E. 88th Avenue would be extended across the BNSF tracks and Highway 2 (Figure 11). The at-grade railroad crossing with the BNSF would be improved to current railroad standards and coordinated with the Public Utilities Commission. Specific design features, such as signing and striping, crossing arms, flashing-light signals, and bells or other audible devices, would be decided during final design.

Figure 11. Intersection of E. 88th Avenue, BNSF Railway Tracks, and Highway 2



Stormwater Drainage and Water Quality Treatment. The Proposed Action would include construction of a section of the Irondale Gulch Outfall to detain stormwater for E. 88th Avenue (Figure 3). The Irondale Gulch Outfall is a regional drainage facility planned along E. 88th Avenue that will also serve as the storm sewer for the Proposed Action. The Irondale Gulch Outfall is described further in the *Irondale Gulch Outfall Systems Plan Conceptual Design Report* (Urban Drainage and Flood Control District, 2011), attached to the *Water Quality Report* located in Appendix A. The outfall would be sized appropriately for regional and local stormwater runoff. Water quality treatment would be provided using structural best management practices within the proposed right-of-way before the runoff reaches the outfall system. Under the Proposed Action, water detained in the section of the Irondale Gulch Outfall pipe constructed as part of the Proposed Action would be pumped into the existing I-76 CDOT stormwater system at the west end of the project study area. After the Irondale Gulch Outfall is constructed in full, E. 88th Avenue would continue to drain into it and there would be no need to pump into the I-76 CDOT stormwater system.

6.0 WHAT WILL HAPPEN IF THE PROPOSED ACTION IS NOT IMPLEMENTED?

Under the No-Action Alternative, the project study area would remain largely the same as its existing condition, with the exception of the full implementation of the Irondale Gulch Outfall project described below. The No-Action Alternative would comprise the following:

- ◆ Two travel lanes with narrow lane widths and lack of turn lanes and acceleration/deceleration lanes.
- ◆ Substandard roadway characteristics that hinder heavy truck movements and operations.
- ◆ Unpaved and undersized shoulders and no bicycle or pedestrian facilities.
- ◆ An unsignalized intersection and single left-turn lane at the main gate for the Mile High Flea Market entrance.
- ◆ Several unrestricted access points along the corridor.
- ◆ Roadway Level of Service D during the AM peak hour of traffic and E during the PM peak hour of traffic at the E. 88th Avenue and Rosemary intersection in 2040.
- ◆ Future implementation of the Irondale Gulch Outfall project, which will require reconstructing a portion of E. 88th Avenue from Brighton Road to Willow Street to construct the regional storm sewer underneath the roadway.

7.0 HOW WELL DO THE NO-ACTION ALTERNATIVE AND PROPOSED ACTION MEET THE PURPOSE AND NEED?

The Proposed Action meets the project Purpose and Need, as described in Table 1. The No-Action Alternative does not meet the Purpose and Need of the project; however, it is discussed in this EA and used as a baseline for comparison of impacts. Table 1 summarizes the specific project needs and how they are addressed by the No-Action Alternative and the Proposed Action.

Table 1. Purpose and Need Summary for the No-Action Alternative and Proposed Action

PROJECT NEEDS	NO-ACTION ALTERNATIVE	PROPOSED ACTION
<p>Poor roadway operations</p>	<p>Substandard Road Design. The road would continue to have narrow lane widths, lack of turn lanes and acceleration/deceleration lanes, as well as a high number of access points. Poor intersection geometrics would continue to impede heavy truck operations.</p> <p>Insufficient Future Capacity. There would be no capacity improvements, and the poor traffic operations would continue to deteriorate with the anticipated growth in traffic volumes.</p> <p>The No-Action Alternative would not respond to this need.</p>	<p>The Proposed Action would provide an additional travel lane in each direction on the west end of the project study area, improving roadway operations by providing standard roadway design elements and increasing roadway capacity. A two-way left-turn lane provided on the east end of the project study area, as well as additional left-turn lanes and acceleration lanes throughout the corridor, would improve operations for heavy trucks and other vehicular traffic. At the Rosemary Street intersection, the Proposed Action would improve 2040 AM peak hour traffic Level of Service from D to B and PM peak hour traffic Level of Service from E to C. A new signalized intersection at the Mile High Flea Market entrance would reduce congestion caused by Mile High Flea Market events. Permitted U-turns and improved approaches to E. 88th Avenue from cross streets would improve operations for through traffic and accommodate local traffic. The Proposed Action would meet this need.</p>
<p>Lack of accommodation for all users</p>	<p>Heavy truck movement would worsen over time as overall traffic volumes increase. The lack of facilities for pedestrian and bicyclists would continue to discourage non-vehicular travel, with no connection to existing bus stops at Brighton Road or the existing trail at Highway 2. The No-Action Alternative would not respond to this need.</p>	<p>The Proposed Action would widen E. 88th Avenue and improve intersections, which would improve efficiency of heavy truck movements. It would add a continuous multiuse path to the north and sidewalk on the south side of E. 88th Avenue, respectively, providing new facilities from Brighton Road to Highway 2. The raised median and additional signalized intersection would provide a buffer and safe refuge for pedestrians and bicyclists crossing E. 88th Avenue. The Proposed Action would meet this need.</p>

8.0 WHY ARE FHWA AND CDOT RECOMMENDING THE PROPOSED ACTION?

FHWA and CDOT are recommending this Proposed Action because it improves vehicular capacity and roadway operations on E. 88th Avenue for all users, it improves travel reliability, it reduces congestion, it provides multimodal facilities that accommodate multimodal users, and it improves connections to other multimodal facilities.

9.0 WHAT ARE THE IMPACTS ASSOCIATED WITH THE NO-ACTION ALTERNATIVE AND THE PROPOSED ACTION?

The No-Action Alternative and Proposed Action have been evaluated for impacts to various resources present in the project study area. Table 2 provides a summary of impacts to these resources for the No-Action Alternative and Proposed Action. The project study area to be assessed includes areas of both permanent (direct and indirect) impacts from the completed project and temporary impacts during construction. The Mitigation Number corresponds to the mitigation measures identified in Table 3 (page 37) that will be implemented to minimize the impacts of the Proposed Action. Detailed information on individual resources and impacts from the No-Action Alternative and Proposed Action is provided in the corresponding technical documentation in Appendix A of this EA.

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
Air Quality Appendix A1	As of January 27, 2020, the Metro Denver/North Front Range area (including Adams County) was classified as serious nonattainment for the 2008 8-hour Ozone National Ambient Air Quality Standard. It remains marginal nonattainment for the 2015 8-hour nonattainment National Ambient Air Quality Standard, serious maintenance for carbon monoxide, moderate maintenance for PM ₁₀ (or particulate matter less than 10 microns in diameter), and attainment for all other pollutants.	Increased traffic congestion in the future due to increasing traffic volumes would result in increased air pollution.	<u>Permanent Impacts:</u> The Proposed Action is included in the Denver Regional Council of Governments' <i>2040 Fiscally Constrained Regional Transportation Plan</i> (DRCOG, 2019), and therefore meets federal air quality conformity standards. Carbon monoxide concentrations at the E. 88th Avenue and Brighton Boulevard intersection would remain below the National Ambient Air Quality standards. <u>Temporary Impacts:</u> During construction, there would be a temporary increase in particulate emissions from fugitive dust and an increase in airborne pollution from construction vehicles.	1
Archaeological Appendix A15	No known archaeological resources are present within the project study area.	There would be no impacts.	No direct or indirect impacts are anticipated, but it is possible archaeological resources could be uncovered during construction.	2

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
<p>Bicycle, Pedestrian, and Transit Resources Appendix A3</p>	<p>There are very few paved sidewalks or trails in the project study area and no designated bike routes, bike lanes, or shared use paths. One transit route, Regional Transportation District (RTD) Route 88, has bus stops (one northbound and one southbound) on Brighton Road near its intersection with E. 88th Avenue.</p>	<p>The lack of adequate, safe pedestrian and bicycle facilities and adequate transit connections would remain with no multimodal connectivity or safe accommodations for multimodal users.</p>	<p><u>Permanent Impacts:</u> The new bicycle and pedestrian amenities would benefit multimodal users by improving connectivity and safety.</p> <p>The raised median and new signalized intersection (with crosswalks) at E. 88th Avenue and the existing Mile High Flea Market entrance would provide additional refuge for pedestrians crossing E. 88th Avenue.</p> <p>The improved Union Pacific Railroad (UPRR) and BNSF Railway (BNSF) at-grade crossings would benefit multimodal users, including users requiring Americans with Disabilities Act accommodations, and improve safety.</p> <p><u>Temporary Impacts:</u> The Proposed Action would temporarily impact the crosswalk over E. 88th Avenue at Brighton Road during construction activities.</p> <p>Temporary access and accessibility impacts would occur to the existing pedestrian sidewalks associated with businesses in the northwest quadrant of Rosemary Street/E. 86th Avenue and at Ministerio Palabra De Vida (8702 Rosemary Street).</p> <p>Bicycle and pedestrian use of the corridor, intersecting roadways, the Highway 2 Multiuse Path, and/or informal paths would be restricted or limited temporarily during construction.</p>	<p>3</p>

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
			Temporary impact to RTD Route 88 transit service and the two existing bus stops on Brighton Road.	
Biological Resources Appendix A2	<p>The project study area is located in an industrial and commercial area with some residential areas on the south side of E. 88th Avenue.</p> <p>There are nine federally listed species with the potential to occur in the habitat study area. None of these species are anticipated in the project study area because of a lack of suitable habitat. Five of these species can be affected by water depletions from the South Platte downstream in other states.</p> <p>Although no critical or suitable habitat for any federally listed species occurs in the project study area there are small pockets of Prairie Dog and Burrowing Owl habitat in the project study area.</p> <p>Additionally, there are patches of roadside upland habitat, including upland trees along the corridor, the O’Brian Canal may provide some habitat, and there are identified wetlands</p>	There would be no impacts.	<p><u>Permanent Impacts:</u> Construction would permanently convert approximately 11 acres of property to transportation use (permanent right-of-way or permanent utility easements), which is previously disturbed. Some removal of upland tress would be required. Construction would result in direct destruction or disturbance of 0.24 acre of prairie dog colonies.</p> <p><u>Temporary Impacts:</u> Construction activities could result in water depletions to the South Platte River. Soil disturbance from construction activities could introduce new noxious weeds into the project study area or increase the abundance of existing noxious weeds. Construction activities could temporarily displace raptors, swallow nests, migratory birds, Burrowing owls, and prairie dogs from the project study area because of construction noise, visual disturbance, and human presence.</p>	4, 5, 6, 7, 8, 9, 10, 11

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
	north of the E. 88th Avenue and Rosemary Street intersection.			
Community Facilities, Parks, and Recreational Facilities Appendix A3	<p>There are community and recreational facilities in the community study area (a larger area than the project study area defined in the Community Understanding Report in Appendix A3).</p> <ul style="list-style-type: none"> • Ministerio Palabra De Vida – A local Spanish language Christian church. • South Adams Fire Department Station 4 – A community fire department. • Municipal Services Center and athletic fields – The property includes the service center which houses six public works divisions. The athletic fields include two fields that support football and soccer activities. • Radiance Church – A local English language community church. • Mile High Flea Market – A regional open-air community market. • 1st Iglesia Apostolica De La Fe En Cristo Jesus – A local 	No impacts would occur.	<p><u>Permanent Impacts:</u> The Proposed Action requires permanent partial right-of-way acquisitions from two community facilities—the Mile High Flea Market and Ministerio Palabra De Vida. Neither of these acquisitions would limit operations.</p> <p>A new median on Rosemary Street would create minor access changes at Ministerio Palabra De Vida.</p> <p>Approximately 1 acre (3 percent of existing capacity) of parking at the Mile High Flea Market would be removed.</p> <p>Benefits to community facilities would include reduced congestion, improved event access to the Mile High Flea Market and 88 Drive-In Theater, and improved pedestrian and bicyclist safety</p> <p><u>Temporary Impacts:</u> Construction activities may temporarily alter access to the community facilities and the recreational facility. The facilities may experience increases in noise, dust, and general disturbance during construction; and impacts to visual quality due to material stockpiles, high visibility fencing, dust and debris, and staging areas.</p>	1, 3, 12, 13, 14, 15

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
	<p>Spanish language Apostolic Church.</p> <ul style="list-style-type: none"> • Commerce City Fraternal Order of Eagles – A gathering place for a non-profit organization that donates to local communities, fundraisers, and charities. • Dupont Elementary School – An elementary school that is part of the Adams County 14 School District. • Highway 2 Multiuse Path – runs parallel on the east side of Highway 2 from Quebec Street at its south end to E. 112th Avenue at its north end. <p>Although not in the project study area, the Rocky Mountain Arsenal Wildlife Refuge, a recreational resource, can be accessed from Highway 2 intersection.</p>			
<p>Environmental Justice Appendix A3</p>	<p>The community study area contains residential, commercial, industrial, and institutional land uses. The community study area demographics indicate the presences of low-income and minority populations that are of</p>	<p>The No-Action Alternative would not improve vehicular mobility through the community study area or provide safe multimodal accommodations that</p>	<p><u>Permanent Impacts:</u> No business displacements are anticipated. No residential relocations are anticipated. Additional right-of-way and/or easements from residential, commercial, industrial, and institutional properties serving the community study area immediately adjacent to E. 88th Avenue and Rosemary Street would be required. There</p>	<p>1, 3, 12, 13, 15, 16, 17</p>

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
	<p>a higher percentage than Adams County and meet the definition of an environmental justice population.</p> <p>Residential properties within the community study area have been treated as environmental justice resources. Commercial, industrial, and institutional properties in the community study area have been treated as environmental justice resources. Many of these facilities serve the community study area or employ residents from the community study area, and these properties are important to community cohesion and community character. This includes but is not limited to the Mile High Flea Market and 88 Drive-In Theatre, which in addition to being regional draws are important to the community study area because they provide services and employment.</p>	<p>would promote connectivity between residential areas and resources within the community study area. It would be inconsistent with local economic and land use plans that call for redevelopment in the area, likely slowing the rate of redevelopment. These impacts would negatively impact the general project study area population, including the environmental justice populations.</p>	<p>would be approximately 2.0 acres of permanent partial right-of-way acquisition, impacting 7 properties. Additionally, permanent utility easements totaling approximately 1.5 acres, would require partial acquisition of 13 properties.</p> <p>The Proposed Action would impact approximately 3 percent of the overall parking spaces at the Mile High Flea Market. The loss of parking and the amount of right-of-way required would not affect the use or overall operations of the Mile High Flea Market.</p> <p>Access at two businesses, the Mile High Flea Market and American Canine Academy, and residences would change to right-in/right-out only movements. However, the affected businesses do not rely on drive-by traffic and should not be notably impacted by the change in access. Changes in access would require some out-of-direction travel for residents, business patrons, and employees.</p> <p>In 2040, 28 residential receptors would exceed the Noise Abatement Criteria, so were considered for noise abatement. Noise barriers were evaluated at 6 locations to reduce impacts at the 21 receptors. Noise barriers were not evaluated at seven receptors because constructing noise barriers at those locations would block local access or would limit sight distance and create safety concerns. Noise barriers at two locations were determined not to be feasible and/or</p>	

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
			<p>reasonable. Noise barriers are recommended at four locations and will be further considered in final design.</p> <p>Benefits to residents and businesses or institutions that may serve or employ environmental justice populations would include reduced congestion, improved event access to the Mile High Flea Market and 88 Drive-In Theatre, and improved pedestrian and bicyclist safety.</p> <p><u>Temporary Impacts:</u> Temporary effects during construction would include approximately 5.0 acres of temporary construction easements at 31 properties and disruption or change in access to residential areas; changes to business access; potentially slower emergency response times; an increase in roadway congestion; the presence of large equipment and increased emissions, temporary signage and lighting; dust and increased noise; and other general disruption.</p> <p>After considering the benefits of the Proposed Action along with the mitigation measures, the Proposed Action would not result in a disproportionately high and adverse effect to low-income and/or minority populations.</p>	
Farmlands	Although there is some agricultural land in the project study area, no farmlands protected by the Farmland Protection Policy Act exist in the project study area. The	No impacts to protected farmlands would occur.	No impacts to protected farmlands would occur.	N/A

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
	Proposed Action is within the urbanized area boundary.			
Floodplains	There are no floodplains located within the project study area, based on a review of the Federal Emergency Management Association Flood Insurance Rate Map (FIRM 08001C0607H), accessed on September 17, 2019.	No impacts to floodplains would occur.	No impacts to floodplains would occur	N/A
Hazardous Materials Appendix A6	The project study area contains some industrial land uses. A GeoSearch report obtained September 16, 2019, identified 38 sites with 190 records of potential hazardous concerns within 1.0 mile of the project study area, with 6 sites that need to be considered for further review. Field investigations identified potential for hazardous materials associated with UPRR and BNSF, such as lead-based paint on the traffic signal poles, electric transformers, and the presence of industrial and light industrial facilities, where chemicals might be stored for operational activities.	Because the alignment of the Irondale Gulch Outfall project will closely follow the E. 88th Avenue improvements, it is assumed that the construction of the No-Action Alternative would pose similar concerns to worker health and safety related to potential soil and/or groundwater contamination.	<u>Permanent Impacts:</u> No permanent impacts to known hazardous materials would occur. <u>Temporary Impacts:</u> Low potential for exposure to potentially contaminated soil and ground water at six sites related to historic spills. Low potential for impact to other recognized hazardous material features, such as underground storage tanks, aboveground storage tanks, general industrial uses, and railroads during excavation. Potential to encounter hazards associated with the UPRR and BNSF rail lines. Potential to encounter lead-based paint when relocating the traffic signal at E. 88th Avenue and Rosemary Street. Abandoned groundwater monitoring wells may be encountered during construction.	18
Historic Resources Appendix A7	Field work performed in 2019 resulted in CDOT determining that six historic properties and	No impacts to historic resources would occur.	<u>Permanent Impacts:</u> Impacts to 11 properties resulted in <i>No Adverse Effect</i> .	14, 15, 19, 20, 21

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
	<p>five linear resources within the Area of Potential Affect were officially eligible or should be treated as eligible for the National Register of Historic Places. Those 11 historic properties are the following (Figure 12, page 36):</p> <ul style="list-style-type: none"> • 88 Drive-In Theatre (5AM.3958). Determined officially eligible due to historic contributions to entertainment and recreation as well as being an example of a late period outdoor movie theatre. • Irondale School (5AM.3975). Determined officially eligible due to contributions to education at the local level. • 8705 Rosemary Street (5AM.3976). Determined officially eligible as an example of the 1901 Hipped Roof Box type residential form. • 8686 Laurel Drive (5AM.3983). Determined officially eligible as a rare local example of a mid-century basement house. • Wikiup Mobile Home Park (5AM.3990). Determined 		<ul style="list-style-type: none"> • 88 Drive-In Theatre (5AM.3958). Project impacts include a permanent utility easement and negligible changes to audio and visual effects from the increase in adjacent traffic. • Irondale School (5AM.3975). Project impacts would be limited to a small amount of permanent property acquisition to accommodate a sidewalk. • 8705 Rosemary Street (5AM.3976). Project impacts include widening E. 88th Avenue and Rosemary Street into the property, installing sidewalks, and removing mature vegetation. • 8686 Laurel Drive (5AM.3983). No right-of-way acquisition or temporary or permanent improvements that will impact the historic characteristics of the property are anticipated. • Wikiup Mobile Home Park (5AM.3990). Project impacts include construction of a right-in, right-out at the E. 88th Avenue entrance, improved entrance from Brighton Road, and recommended noise barriers along E. 88th Avenue. • County Cottages Quonset Park (5AM.3994). No right-of-way acquisition or permanent improvements that will impact the historic characteristics of the property are anticipated. • Denver Pacific/Union Pacific Railroad (5AM.459). The Project includes an expansion of the at-grade E. 88th Avenue crossing including additional lanes, a 	

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
	<p>officially eligible or contributions to Community Planning and Development as an example of a planned, mid-century mobile home park.</p> <ul style="list-style-type: none"> • County Cottages Quonset Park (5AM.3994). Determined officially eligible as an example of a distinctive post-World War II residential type. • Denver Pacific/Union Pacific Railroad (5AM.459). Determined officially eligible for its role in the economic development of Colorado and association with David Moffatt and Colorado governor John Evans. • BNSF Railroad (5AM.464). Assumed eligible for its role in the economic development of Colorado. • Burlington Ditch (5AM.465). Determined officially eligible for contributions to agriculture and as an example engineering. • O'Brian Canal (5AM.477). Determined officially eligible for contributions to agriculture as an example of engineering. 		<p>multiuse path, and a sidewalk, which requires a permanent easement.</p> <ul style="list-style-type: none"> • BNSF Railroad (5AM.464) The Project includes bicycle and pedestrian facilities across the at-grade E. 88th Avenue crossing. • Burlington Ditch (5AM.465). The Project is not anticipated to alter the alignment of the buried ditch. • O'Brian Canal (5AM.477). Project impacts include acquisition of a permanent easement, constructing a new and wider bridge over the O'Brian Canal, reconstructing the ditch rider road access points, and constructing a concrete slab within the bed of the canal. • 88th Avenue (5AM.3996). The Project is not anticipated to alter the alignment of 88th Avenue. <p><u>Temporary Impacts:</u> Temporary easements may be needed for the following six historic properties to accommodate construction of project elements:</p> <ul style="list-style-type: none"> • 88 Drive-In Theatre (5AM.3958). • Irondale School (5AM.3975). • 8705 Rosemary Street (5AM.3976). • Wikiup Mobile Home Park (5AM.3990). • Denver Pacific/Union Pacific Railroad (5AM.459). • O'Brian Canal (5AM.477). 	

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
	<ul style="list-style-type: none"> 88th Avenue (5AM.3996). Considered eligible for its contribution to the transportation network. 		<p>Historic properties may experience increases in noise, dust, and general disturbance during construction; and impacts to visual quality due to material stockpiles, high visibility fencing, dust and debris, and staging areas.</p>	
<p>Land Use Appendix A3</p>	<p>Land use along E. 88th Avenue is primarily commercial and industrial with small pockets of residential and agricultural uses. Some properties in the community study area are currently vacant. Two residential mobile home parks are in the southeast quadrant of E. 88th Avenue and Brighton Road and the southwest corner of E. 88th Avenue and Xenia Street.</p>	<p>Land use would change incrementally, and congestion would worsen.</p>	<p><u>Permanent Impacts:</u> Permanent partial right-of-way acquisition of 7 properties totaling approximately 2.0 acres. Acquisition of permanent utility easements from 13 properties totaling approximately 1.5 acres. These acquisitions would result in physically or functionally converting approximately 3.5 acres of existing and future land use to transportation use.</p> <p>Where there would be medians along E. 88th Avenue, changes to right-in-right-out access would require some out-of-direction travel for residents, business patrons, and employees.</p> <p>The Proposed Action would support current land use plans and would be consistent with project study area zoning.</p> <p><u>Temporary Impacts:</u> Construction activity would require temporary easements and cause temporary land use conversions to adjacent land uses. There would be approximately 5.0 acres of temporary easements acquired.</p>	<p>3, 14, 16</p>
<p>Native American Consultation Appendix B</p>	<p>Three federally recognized Native American tribes were solicited to participate in the project as consulting tribal nations under the Section 106</p>	<p>No impacts would occur.</p>	<p>No impacts would occur.</p>	<p>N/A</p>

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
	<p>historic preservation regulations. The three tribes responded that they are not interested in being an active consulting tribe. Consultation documentation is located in Appendix B.</p>			
<p>Noise Appendix A9</p>	<p>There are several types of land uses in the corridor, some of which are more sensitive to increased noise levels. Existing noise levels range from 44.0 to 72.6 A-weighted decibels (dBA). Some areas experience noise levels that exceed thresholds based on the current CDOT and FHWA Noise Abatement Criteria.</p>	<p>Under the No-Action Alternative (2040), modeled noise levels at 215 receivers range from 44.7 to 73.9 dBA.</p>	<p><u>Permanent Impacts:</u> Under the Proposed Action (2040), modeled noise levels at 215 noise-sensitive receptors range from 44.7 to 74.1 decibels. In 2040, 28 residential receptors would exceed the Noise Abatement Criteria, so were considered for noise abatement. Noise barriers were evaluated at six locations to reduce impacts at 21 receptors. Noise barriers were not evaluated at seven receptors because constructing noise barriers at those locations would block local access or would limit sight distance and create safety concerns. Noise barriers at two locations were determined not to be feasible and/or reasonable. Noise barriers are recommended at four locations and will be further considered in final design.</p> <p><u>Temporary Impacts:</u> Properties adjacent to project construction would be exposed to noise from various construction activities.</p>	<p>15, 17</p>
<p>Paleontological Appendix A15</p>	<p>No paleontological resources are known to occur in the project study area.</p>	<p>No direct or indirect impacts are anticipated; however, it is possible resources may be encountered during construction of the Irondale Gulch</p>	<p>No direct or indirect impacts are anticipated; however, it is possible resources may be encountered during construction.</p>	<p>22</p>

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
		Outfall along E. 88th Avenue.		
Right-of-Way	Current right-of-way throughout the project study area ranges from approximately 90 to 110 feet along E. 88th Avenue and approximately 45 to 70 feet along Rosemary Street.	No impacts would occur.	<p><u>Permanent Impacts:</u> Permanent partial right-of-way acquisition of 7 residential, commercial, industrial, and agricultural properties totaling approximately 2.0 acres. Acquisition of permanent utility easements from 13 properties totaling approximately 1.5 acres. Approximately 1 acre (3 percent of existing capacity) of parking at the Mile High Flea Market would be removed.</p> <p>Permanent partial right-of-way acquisitions from infrastructure land uses (roadway right-of-way, O'Brian Canal, freight rail, water sanitation facility) from 3 properties totaling approximately 0.5 acre. Acquisition of permanent utility easements from 3 properties totaling approximately 7.0 acres.</p> <p><u>Temporary Impacts:</u> Acquisition of temporary construction easements from 31 properties with residential, commercial, industrial, and agricultural land uses totaling approximately 5.0 acres. Acquisition of temporary construction easements from 4 properties with infrastructure land use totaling approximately 1.0 acre.</p>	12, 13
Section 4(f) Appendix A8, Appendix A10	The following eleven historic resources are eligible for protection under Section 4(f) of the United States Department of Transportation Act of 1966:	No impacts would occur.	<p><u>Historic Section 4(f) Resources:</u> The Proposed Action would not have a permanent Section 4(f) use of two historic resources, 8686 Laurel Drive (5AM.3983) and County Cottages Quonset Park (5AM.3994), because they are set back away from the corridor.</p>	1, 3, 14, 15, 19, 20, 21

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
	<ul style="list-style-type: none"> • 88 Drive-In Theatre (5AM.3958). • Irondale School (5AM.3975). • 8705 Rosemary Street (5AM.3976). • 8686 Laurel Drive (5AM.3983). • Wikiup Mobile Home Park (5AM.3990). • County Cottages Quonset Park (5AM.3994). • Denver Pacific/Union Pacific Railroad (5AM.459). • BNSF Railroad (5AM.464). • Burlington Ditch (5AM.465). • O'Brian Canal (5AM.477). • 88th Avenue (5AM.3996). <p>The following three Non-Historic Resources are eligible for protection under Section 4(f) of the United States Department of Transportation Act of 1966:</p> <ul style="list-style-type: none"> • Municipal Services Center Athletic Fields • Highway 2 Multiuse Path • Rocky Mountain Arsenal Wildlife Refuge, including Perimeter Trail. 		<p>For the following six of the historic resources, a <i>de minimis</i> finding was made by FHWA because the project would result in a <i>No Adverse Effect</i> under Section 106 of the National Historic Preservation Act of 1966:</p> <ul style="list-style-type: none"> • 88 Drive-In Theatre (5AM.3958). • Irondale School (5AM.3975). • 8705 Rosemary Street (5AM.3976). • Wikiup Mobile Home Park (5AM.3990). • Burlington Ditch (5AM.465). • O'Brian Canal (5AM.477). <p>The following three linear historic resources meet the criteria as a <i>Historic Transportation Facilities Exception</i> as described in 23 CFR 774.13(a):</p> <ul style="list-style-type: none"> • Denver Pacific/Union Pacific Railroad (5AM.459). • BNSF Railroad (5AM.464).88th Avenue (5AM.3996). <p><u>Non-Historic Section 4(f) Resources:</u> The Proposed Action would not have a permanent use of the following three Non-historic Section 4(f) resources:</p> <ul style="list-style-type: none"> • A temporary occupancy would occur at the Municipal Services Center Athletics Fields access road, to tie the access road into Rosemary Street improvements. 	

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
			<ul style="list-style-type: none"> • An exception for “certain trails, paths, bikeways, and sidewalks” as described in 23 CFR 774.13 (f)(3) is appropriate for the improvements proposed at the Highway 2 Multiuse Path, which include connecting the path to new bicycle and pedestrian facilities along E. 88th Avenue. • The Proposed Action would have no direct impacts to Rocky Mountain Arsenal Wildlife Refuge. <p>Construction activities may temporarily alter access to the Section 4(f) resources, but not block access entirely. The resources may experience increases in noise, dust, and general disturbance during construction.</p>	
Section 6(f)	There are no Section 6(f) properties in the project study area as of March 2021.	No impacts would occur.	No impacts would occur.	N/A
Socioeconomic Resources Appendix A3	The project study area contains both commercial and industrial businesses, as well as residential properties with some agricultural uses. The project study area’s economy is heavily reliant on freight logistics and industrial manufacturing businesses. There are very few paved sidewalks or trails in the project study area and no designated bike routes, bike lanes, or shared-use paths.	Impacts to resources would occur over time as a result of substandard roadway conditions and operations, which would cause increased congestion, deteriorating travel time, an increase in noise, longer travel times, increased pedestrian/vehicular conflicts, deteriorating safety conditions, and	<p><u>Permanent Impacts:</u> There would be approximately 2.0 acres of permanent right-of-way acquisition, impacting 7 residential, commercial, industrial, and agricultural properties. Additionally, permanent utility easements totaling approximately 1.5 acres, impacting 13 properties would be required. No business displacements are anticipated. No residential relocations are anticipated.</p> <p>The Mile High Flea Market is expected to lose about 3 percent of the existing parking area (approximately 1 acre out of 34 total acres); however, parking impacts are not expected to affect business operations within the complex.</p>	1, 3, 12, 13, 15, 16

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
		<p>lengthened emergency response times. These impacts would negatively impact the economic vitality of the community study area.</p>	<p>Where there would be medians along E. 88th Avenue, changes to right-in-right-out access would require some out-of-direction travel for residents, business patrons, and employees.</p> <p>Benefits to socioeconomic resources would include reduced congestion, increased capacity, improved event access to the Mile High Flea Market and 88 Drive-In Theatre, and improved pedestrian and bicyclist safety.</p> <p><u>Temporary Impacts:</u> Acquisition of temporary construction easements from 31 properties totaling approximately 5.0 acres from residential, commercial, industrial, and agricultural properties.</p> <p>Temporary impacts during construction would include disruption or change in access to residential areas; changes to business access; potentially slower emergency response times; an increase in roadway congestion; the presence of large equipment and increased emissions, temporary signage and lighting; dust and increased noise; and other general disruption. Parking may be temporarily impacted at parking lots adjacent to and accessed from E. 88th Avenue.</p> <p>All travelers within the community study area would experience the temporary negative impacts during construction equally.</p>	

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
Traffic Appendix A11	E. 88th Avenue is one travel lane in each direction. It experiences Level of Service B in the AM peak hour and Level of Service C in the PM peak hour at the intersection of E. 88th Avenue and Rosemary Street.	<p>Traffic volumes would continue to grow due to increased population and employment in the project study area. This would result in increased traffic congestion and reduced safety.</p> <p>In 2040, E. 88th Avenue would experience Level of Service D in the morning and Level of Service E in the evening at the intersection of E. 88th Avenue and Rosemary Street.</p>	<p><u>Permanent Impacts:</u> Travel time reliability through the corridor would improve.</p> <p>In 2040, E. 88th Avenue would experience Level of Service B in the morning and Level of Service C in the evening at the intersection of E. 88th Avenue and Rosemary Street.</p> <p>Access control would improve safety and travel time but would result in some out-of-direction travel.</p> <p><u>Temporary Impacts:</u> Construction may impact access to businesses and local streets. Traffic flow along E. 88th Avenue and on side streets accessing E. 88th Avenue would be negatively affected during construction.</p>	3, 16
Utilities	There are approximately 90 underground and overhead utility lines that parallel and cross E. 88th Avenue.	Underground utilities along portions of E. 88th Avenue between Willow Street and Brighton Boulevard would potentially be impacted during construction of the Irondale Gulch Outfall.	<p><u>Permanent Impacts:</u> Permanent utility easements, from all land uses including infrastructure, totaling approximately 8.5 acres, impacting 16 properties would be required with the addition of the sidewalk and multiuse trail and excavation associated with the new E. 88th Avenue bridge and Irondale Gulch Outfall pipe.</p> <p>Reconstruction of the curbs and medians, and relocation of all traffic signals and streetlights would require relocation and reconstruction of several utility lines.</p>	23

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
			<p><u>Temporary Impacts:</u> Potential impacts to overhead and underground utility lines during construction.</p>	
<p>Visual Appendix A12</p>	<p>There is one landscape unit within the Area of Visual Effect characterized by six landscape types: commercial, residential, industrial, agricultural, public, and roadway.</p>	<p>The visual context would not change noticeably.</p>	<p><u>Permanent Impacts:</u> The Proposed Action would be visually compatible and either neutral or beneficial with the existing visual character in the landscape unit.</p> <p>Approximately 73 trees would be removed to accommodate roadway widening—on E. 88th Avenue along the Mile High Flea Market parking lot and at an industrial property landscape buffer near Yosemite Street. The level of impact would be neutral.</p> <p>The new bridge on E. 88th Avenue bridge over the O’Brian Canal would be compatible with the existing visual character.</p> <p>Noise barriers are recommended at four locations. Two locations are adjacent to the Wikiup community on the south side of E. 88th Avenue, which would obstruct views for approximately nine residences. The third location is immediately east of Ulster Street on the south side of E. 88th Avenue, which would obstruct views for approximately three residences. The fourth location is adjacent to residential areas on the south side of E. 88th Avenue near Brighton Road between Yosemite Street and Xenia Street, which would obstruct views for approximately five residences. The impact of the recommended noise barriers would be neutral/beneficial.</p>	<p>11, 14, 24, 25</p>

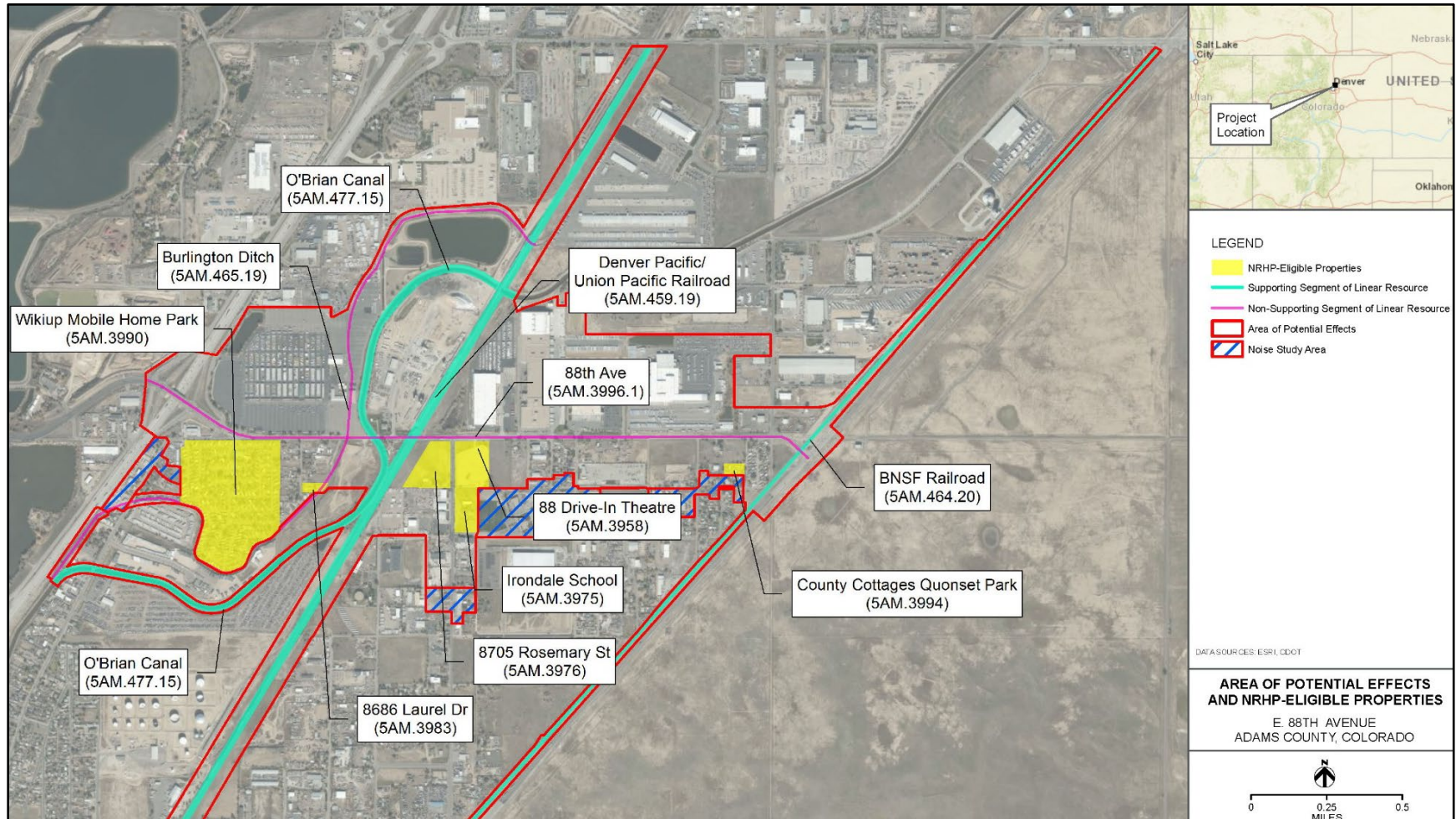
Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
			<p>The Proposed Action would serve as a unifying visual element with enhanced landscaping; consistent, larger sidewalks and paths; and improved lighting and signage.</p> <p><u>Temporary Impacts:</u> Temporary visual impacts would include construction equipment, materials stockpiles, removal of vegetation, temporary lighting and signage, staging areas, dust, and fencing in close proximity to businesses and residences.</p>	
Water Quality Appendix A13	<p>There is no existing permanent water quality treatment. Stormwater flowing south of E. 88th Avenue drains south to intermittent roadside ditches, adjacent properties, and to the O'Brian Canal untreated. Stormwater flowing north of E. 88th Avenue drains to a detention pond on the northeast side of the Union Pacific Railroad crossing at E. 88th Avenue and Rosemary Street.</p>	<p>Untreated stormwater from E. 88th Avenue would continue to flow south to intermittent roadside ditches, adjacent properties, and to the O'Brian Canal until construction of the Irondale Gulch Outfall. It is assumed that reconstruction of E. 88th Avenue as part of the Irondale Gulch Outfall project would include water quality improvements.</p>	<p><u>Permanent Impacts:</u> The Proposed Action would add approximately 10 acres of additional impervious surface to the project study area. 95 percent of the impervious surface within the project study area would be treated with permanent water quality features. Stormwater runoff from E. 88th Avenue would no longer flow into the O'Brian Canal.</p> <p><u>Temporary Impacts:</u> Potential for runoff into the O'Brian Canal or wetland complex north of Rosemary Street during construction.</p>	26, 27
Wetlands and Other Waters of the United States Appendix A14	<p>Waters of the United States within the project study area consist of one perennial stream, also known as the O'Brian Canal. Non-jurisdictional waters in the</p>	<p>No impacts to wetlands or waters of the United States would occur.</p>	<p><u>Permanent Impacts:</u> No permanent fill will be placed in wetlands. Permanent impacts to approximately 124 linear feet of the O'Brian Canal (0.18 acre). There would be an increase in stormwater runoff from ongoing operations of the widened roadways.</p>	26, 27, 28

Table 2. Environmental Impacts of the No-Action Alternative and the Proposed Action

RESOURCE	CONTEXT	NO-ACTION ALTERNATIVE	PROPOSED ACTION	MITIGATION NUMBER (Table 3, Column 1)
	project study area include two assumed wetlands.		<u>Temporary Impacts:</u> Potential for temporary impacts to the O'Brian Canal or wetland complex north of Rosemary Street due to spills, runoffs, and erosion during construction.	
Cumulative Appendix A4	The project study area is in an urban environment that is undergoing redevelopment.	When combined with past, present and reasonably foreseeable future projects, the cumulative impacts of the No Action Alternative, including implementation of the Irondale Gulch Outfall, would not introduce a change in land use nor would they appreciably accelerate land use trends, cultural resources trends, a change in visual character, or a change in viability of existing environmental justice populations.	<u>Permanent Impacts:</u> When combined with past, present and reasonably foreseeable future projects, the cumulative impacts of the Proposed Action would not introduce a change in land use nor would they appreciably accelerate land use trends, cultural resources trends, a change in visual character, or a change in viability of existing environmental justice populations.	N/A

Figure 12. National Register of Historic Places-Eligible Properties



10.0 WHAT MITIGATION COMMITMENTS WILL BE MADE FOR THE PROPOSED ACTION?

Table 3 presents mitigation commitments by resource for the Proposed Action. Additional details regarding the methodology and analysis of impacts and proposed mitigation are found in their respective technical reports and memos in Appendix A of this EA. It is the responsibility of the City of Commerce City to make sure all of the mitigation commitments are undertaken.

Table 3. Summary of Impacts and Mitigation for the Proposed Action

Note: This is a Local Agency project. Unless otherwise stated below, the City of Commerce City will be responsible for all mitigation requirements.

MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
1	Air Quality; Community Facilities, Parks, and Recreational Facilities, Environmental Justice; Section 4(f); Socioeconomic Resources	Temporary increase in particulate emissions from fugitive dust and increase in airborne pollution from construction vehicles.	<p>An Air Pollution Emission Notice will be filed.</p> <p>A fugitive dust control plan will be developed and implemented in accordance with Colorado Air Quality Control Commission Regulation No. 1.</p> <p>Best management practices will be applied during construction, including:</p> <ul style="list-style-type: none"> • Keep construction equipment well-maintained to ensure that exhaust systems are in good working order. 	City of Commerce City, Contractor	Pre-Construction, During Construction

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MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
2	Archaeological Resources	Potential for impacts if archaeological resources are uncovered during construction.	Should unidentified archaeological resources be discovered during construction, Colorado Department of Transportation (CDOT) Standard Specification 107.23 will be followed. Work will stop until the CDOT senior staff archaeologist is contacted and the resources have been evaluated to determine their significance.	City of Commerce City, Contractor	During Construction
3	Bicycle, Pedestrian, and Transit Resources; Community Facilities, Section 4(f), Parks, and Recreational Facilities; Environmental Justice; Land Use; Socioeconomic Resources, Traffic	<p>Construction disruptions affecting access, and parking at businesses and community facilities traffic flow, and access and continuity for, pedestrians and bicyclists, and transit.</p> <p>Community Facilities with direct access from E. 88th Avenue or Rosemary Street include the following:</p>	<p>A Traffic Management Plan will include a construction-related traffic control plan, work zone management strategies, and contingency plans.</p> <p>During construction, the existing number of through lanes will be maintained, except during some off-peak periods or as otherwise agreed with the City of Commerce City.</p> <p>Detour routes will be provided during construction to avoid overloading local streets with detour traffic.</p> <p>Roadway work zone conditions and detour information will be communicated to travelers and the local businesses and residents using the project website, social media, pre-recorded messages, variable message signage, and other similar mechanisms.</p>	City of Commerce City, Contractor	Pre-Construction, During Construction

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MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
		<ul style="list-style-type: none"> • Mile High Flea Market. • Ministerio Palabra De Vida. • South Adams Fire Department. • Municipal Services Center and Athletic Fields [Section 4(f)]. • Highway 2 Multiuse Path [Section 4(f)]. 	<p>Access to local streets, residences, mobile home parks, businesses, community facilities, and the Municipal Services Center Athletic Fields during business hours and residences will be maintained during construction.</p> <p>Pedestrian and bicyclist access along E. 88th Avenue will be maintained during construction to the extent practicable.</p> <p>Pedestrian and bicyclist access and continuity along the Highway 2 Multiuse Path will be maintained during construction. No more than half of the total width of the path will be restricted at any time.</p> <p>Following construction, the Highway 2 Multiuse Path will be fully restored, cleaned of debris from construction and replanted with grass in accordance with its previous condition and left as good as or better than it was before construction began.</p> <p>The City of Commerce City will coordinate with Regional</p>		

Table 3. Summary of Impacts and Mitigation for the Proposed Action

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MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
			Transportation District (RTD) so that Route 88 transit service is maintained at the two Brighton Road bus stops just south of E. 88th Avenue		
4	Biological Resources	Construction-related disturbance to raptors that could result in potential loss of eggs or young of nesting raptors.	A pre-construction survey for nesting raptors will be completed within a half-mile buffer of the project study area prior to construction if construction is to occur between February 1 and August 31. If any nesting raptors occur within the buffer area, then Colorado Parks and Wildlife "Recommended Buffer Zones and Seasonal Restrictions for Colorado Raptors" guidelines will be followed (Colorado Parks and Wildlife [CPW], 2008).	City of Commerce City, Contractor	Pre-Construction, During Construction
5	Biological Resources	Construction-related disturbance to migratory birds that could result in potential loss of eggs or young migratory birds.	Vegetation shall be cleared outside of the active nesting period of April 1 through August 31 for migratory birds. If construction is to commence between April 1 and August 31, to avoid impacts to nesting birds in accordance with the Migratory Bird Treaty Act, a qualified biologist will conduct a nest survey prior to construction, including under the existing E. 88th Avenue bridge over the O'Brian Canal. If active nests are found, coordination with Colorado	City of Commerce City, Contractor	Pre-Construction, During Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action

Note: This is a Local Agency project. Unless otherwise stated below, the City of Commerce City will be responsible for all mitigation requirements.

MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
			Parks and Wildlife and United States Fish and Wildlife Service is required to determine an appropriate course of action, which may include, but is not limited to, a delay in construction to avoid the breeding season.		
6	Biological Resources	Construction-related disturbance to swallow nests.	Surveys will comply with CDOT Section 240 - Protection of Migratory Birds During Structure Work. If swallow nests are present on the structure and work is planned for this time, nests should be removed before April 1. If swallows are trying to build nests between April 1 and August 31, the biologist should monitor the structure every three days and nests should be removed before the nest is complete.	City of Commerce City, Contractor	Pre-Construction, During Construction
7	Biological Resources	Vegetation disturbance and ground clearing during construction.	Reseed and protect temporary disturbance areas with CDOT-approved Control Measures and avoid disturbance to existing vegetation, to the maximum extent possible.	City of Commerce City, Contractor	During Construction
8	Biological Resources	Introduction of noxious weeds from vegetation and ground-disturbing activities.	An Integrated Noxious Weed Management Plan will be developed by the contractor and implemented during construction.	City of Commerce City, Contractor	Pre-Construction, During Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action

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MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
9	Biological Resources	Construction-related impact to Black-Tailed Prairie Dog towns and Western Burrowing Owl.	<p>Mitigation for impacts to black-tailed prairie dogs will follow the 2009 CDOT Impacted Black-tailed Prairie Dog Policy (CDOT, 2009). CDOT Impacted Prairie Dog Policy prohibits earth-moving activities that result in the burying of living prairie dogs and requires management of prairie dogs to avoid and/or minimize impacts to the species.</p> <p>If construction will occur between March 15 and October 31 the following survey protocol applies:</p> <ul style="list-style-type: none"> • Surveys will be conducted based on CPW's Recommended Survey Protocol and Actions to Protect Nesting Burrowing Owls (CPW, 2007). • Surveys should be conducted for any activities occurring between March 15th and October 31st of the construction year to determine the presence of burrowing owls and the locations of occupied nests. <p>If burrowing owls are confirmed to be present in a prairie dog town, the CDOT biologist in consultation with</p>	City of Commerce City, Contractor	Pre-Construction, During Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action

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			<p>CPW will determine the course of action (avoid activity until after Nov. 1 or monitoring activity in areas greater than 660 feet from the burrows with little danger to the owls. Activity closer than 660 feet may endanger the owls.)</p> <p>The project shall develop a prairie dog management plan that details management methods. If prairie dogs are to be euthanized (which is not recommended) the 240 spec needs to be followed regarding contacting the following programs prior to trapping to determine final acceptance of the prairie dog management plan:</p> <ul style="list-style-type: none"> • U.S. Fish and Wildlife Service (USFWS) Black Footed Ferret (BFF) Recovery Program in Wellington, Colorado. • Birds of Prey Foundation in Broomfield, Colorado • Rocky Mountain Raptor Program in Fort Collins, Colorado. 		

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MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
10	Biological Resources	Water depletions due to construction activities that require water use, including compaction, cement mixing, and dust control.	Mitigation for impacts caused by water depletions on federally listed species will be addressed by Federal Highway Administration (FHWA) and CDOT participation in the Platte River Recovery Implementation Program and South Platte Water Related Activities Program. Water used for this project will be reported to the USFWS at the completion of the project. (USFWS, 2012).	CDOT, City of Commerce City, Contractor	During Construction
11	Biological, Visual	Impact of existing tree removals as a result of roadway widening and paths.	Any disturbance to existing vegetation will be avoided and/or minimized to the maximum extent possible. Due to a lack of available space and lack of irrigation, 1:1 tree replacement within the project study area is not practical. Plantings with a vertical element, such as shrubs, will be included in the final design. Replacement tree planting will be provided through five means: (1) replanting within public right-of-way along the corridor, (2) replanting trees on private property as committed to for historic properties, (3) furnishing fruit trees for the Community Garden at Anythink Library, (4) furnishing trees for the City of Commerce City Parks Department for use throughout the City, and (5) furnishing trees to	City of Commerce City, Contractor	Pre-Construction, During Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action

Note: This is a Local Agency project. Unless otherwise stated below, the City of Commerce City will be responsible for all mitigation requirements.

MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
			private property owners who will lose a tree as a result of the project. These methods will provide a minimum of 0.33:1 tree replacement.		
12	Community Facilities, Parks, and Recreational Facilities; Environmental Justice; Land Use; Right-of-Way; Socioeconomic Resources	Permanent partial right-of-way acquisition from 7 properties, permanent utility easement acquisition from 13 properties, and partial temporary construction easement acquisitions from 31 properties with residential, commercial, industrial, and agricultural land uses.	<p>For any person(s) whose real property interests may be impacted by this project, the acquisition of those property interests will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act).</p> <p>The Uniform Act is a federally mandated program that applies to all acquisitions of real property or displacements of persons resulting from federal or federally assisted programs or projects. It was created to provide for and ensure the fair and equitable treatment of all such persons. To further ensure that the provisions contained within this act are applied "uniformly," CDOT requires Uniform Act compliance on any project for which it has oversight responsibility regardless of the funding source. Additionally, the Fifth Amendment of the U.S. Constitution provides that private property may not be taken for a public use without payment of "just compensation."</p>	City of Commerce City, CDOT Right-of-Way	Pre-construction

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MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
			All impacted owners will be provided notification of the acquiring agency’s intent to acquire an interest in their property including a written offer letter of just compensation specifically describing those property interests. A right-of-way specialist will be assigned to each property owner to assist them with this process.		
13	Community Facilities, Parks, and Recreational Facilities; Environmental Justice; Right-of-Way; Socioeconomic Resources	Approximately 1 acre (3 percent of existing capacity) of parking at the Mile High Flea Market would be removed.	Parking mitigation will be determined during the right-of-way acquisition process and may include: <ul style="list-style-type: none"> • Restriping or reconfiguring portions of the parking lot. • Compensation. 	City of Commerce City, CDOT Right-of-Way	Pre-Construction
14	Community Facilities, Parks, and Recreational Facilities; Section 4(f); Historic Resources; Visual	Temporary impacts to visual quality due to material stockpiles, high visibility fencing, dust and debris, and staging areas, including at historic properties.	Stockpile areas will be in containers or neatly organized, cleaned and located in less visibly sensitive areas, and whenever possible, not visible from recreational areas or historic properties. Dust mitigation is addressed by mitigation for air quality.	City of Commerce City, Contractor	During Construction

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15	Community Facilities, Parks, and Recreational Facilities; Environmental Justice; Historic Resources; Noise; Section 4(f), Socioeconomic Resources	Noise increases during construction.	Typical best management practices will be incorporated into construction contracts where it is appropriate to do so. These may include: <ul style="list-style-type: none"> • Notify neighbors in advance when construction noise may occur. • Keep noisy activities as far from sensitive receptors as possible. • Use properly designed engine enclosures and intake silencers if appropriate. • Place stationary equipment as far from sensitive receptors as possible. • Perform construction activities in noise-sensitive areas during hours that are least disturbing to nearby residents. 	City of Commerce City, Contractor	During Construction
16	Environmental Justice, Land Use, Socioeconomic Resources, Traffic	Out-of-direction travel for access to businesses and residential areas due to construction of a raised median.	U-turns will be permitted at E. 88th Avenue at Brighton Road and the new Mile High Flea Market/Quince Street entrance intersection.	City of Commerce City	Pre-Construction
17	Environmental Justice, Noise, Visual	Permanent increases in noise levels from increased traffic volumes.	Noise barriers are recommended at four locations to reduce noise where they were found to be feasible and reasonable. Feasibility and reasonableness determinations may	City of Commerce City	Pre-Construction

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			<p>change if there are changes in final design after approval of the National Environmental Policy Act (NEPA) documentation. The recommended noise barriers would not be built if the Benefitted Receptor Preference Survey results in 50 percent or less support for the abatement.</p> <p>Colors, textures, and other aesthetic treatments for the recommended noise barriers will be selected during final design.</p>		
18	Hazardous Materials	Potential of exposure to hazardous materials.	<p>The Modified Environmental Site Assessment document will be updated with a recent GeoSearch report when design for the Proposed Action reaches the 30 percent phase.</p> <p>The following environmental notes shall be added to the project plans:</p> <p>“Contractors and workers shall comply with the CDOT’s latest Revision of Section 250 – Environmental, Health and Safety Management of the Standard Specifications for Road and Bridge Construction (CDOT, 2019).</p>	City of Commerce City, Contractor	During Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action

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			<p>Workers shall be alert during excavations for any visual or olfactory signs of contamination. If gas, soil and/or groundwater contamination is encountered, work will stop immediately, and the procedures outlined in the CDOT Specification 250 and subsection 107.25.8 shall be followed.</p> <p>Structural excavation, such as caisson and retaining wall construction, may require the dewatering of contaminated groundwater. If dewatering is necessary, groundwater brought to the surface will be managed according to Section 107.25 of the CDOT Standard Specifications for Road and Bridge Construction (CDOT, 2019) and permitted by the CDPHE Water Quality Control Division, in accordance with Section 402 of the Clean Water Act.</p> <p>If any drinking water and groundwater monitoring wells are located within the proposed construction area, the wells will be abandoned and plugged according to CDOT Section 202.02 in Standard Specifications for Road and Bridge</p>		

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			<p>Construction (CDOT, 2019) and in conformance with the Colorado Department of Natural Resources Division of Water Resources State Engineer Water Well Construction Rules, specifically Rule 16, 'Standards for Plugging, Sealing, and Abandoning Wells and Boreholes' (Colorado Department of Natural Resources, 2006)."</p> <p>Any costs associated with cleanup or remediation of acquired properties will be the responsibility of the City of Commerce City.</p> <p>Paint from traffic signal poles at 88th Avenue and Rosemary Street was sampled and classified as non-lead containing. Should lead-containing paint be encountered in other locations within the project study area, such as guard rails or other traffic signals, metal components painted with lead-containing paint should be removed components painted with lead-containing paint should be removed and recycled in accordance with CDOT Specification 250.04 and Occupational Safety and Health Administration Regulation 1926.62. The selected contractor</p>		

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			<p>and recycling center should be notified of the presence of lead-containing paint on these metal structures. Further, the contractor should avoid sanding, cutting, burning, or otherwise causing the release of lead from paint on structures or bridge components. These should be removed carefully and properly recycled. Occupational Safety and Health Administration Regulation 1926.62 should be consulted for worker protection before removing painted components.</p> <p>In addition, in the unlikely event that suspected asbestos-containing materials is encountered, including with buried utilities, workers must follow CDOT Specification 250.07—Asbestos-Containing Material Management and CDOT Asbestos-Contaminated Soil Management Standard Operating Procedure. Additionally, depending on the type of asbestos-containing materials, this material must also be abated in accordance with either Section 5.5 of the Solid Waste Regulations, or Regulation No. 8 of the Air Quality Control Commission Regulations.</p>		

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			If structures are disturbed, they must be tested for asbestos-containing materials for worker protection and disposal purposes. If the structures are to be demolished, they must be properly abated, and the materials properly disposed of.		
19	Historic Resources, Section 4(f)	A finding of <i>No Adverse Effect</i> for the 11 eligible properties.	In locations where permanent improvements require the removal of landscaping and/or mature vegetation, the landscaping and/or mature vegetation will be replaced at another location on the property. Coordination with landowners will occur during final design.	City of Commerce City, Contractor	Pre-Construction, During Construction
20	Historic Resources	Construction activities within temporary easements.	In locations where temporary easements are required, the historic property will be returned to pre-construction conditions. Historic properties, and their character-defining features, will be protected by temporary fencing and other measures, during construction.	City of Commerce City, Contractor	Pre-Construction, During Construction
21	Historic Resources, Section 4(f)	Construction activities near the 88 Drive-In Theatre.	Construction will not coincide with the hours that the 88 Drive-In Theatre is open for showing movies (typically at dusk or night), and the construction contractor will be required through a construction provision to coordinate with the property owner to determine the	City of Commerce City, Contractor	Pre-Construction, During Construction

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MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
			theatre’s schedule. The provision will further state that the contractor will avoid work within a quarter of a mile of the theatre property during the hours of operation. Access to the theatre will be maintained during construction, regardless of the season.		
22	Paleontological Resources	Potential for impacts if paleontological resources are uncovered during construction.	Should unidentified paleontological resources be discovered during construction, CDOT Standard Specification 107.23 will be followed. Work will stop until the CDOT Paleontologist Dr. Peavey (nicole.peavey@state.co.us or 303-757-9632) is contacted and the resources have been evaluated to determine their significance.	City of Commerce City, Contractor	Pre-construction, During Construction
23	Utilities	Displacement of several utility lines and permanent utility easements.	Existing utilities will be relocated and upgraded in accordance with existing utility asset management plans. Temporary disruption in utility service will be minimized and temporary connections will be provided where feasible.	City of Commerce City, Contractor	Pre-Construction, During Construction
24	Visual	Visual impact of roadway widening with medians.	Median treatments, including any landscape or hardscape, will be chosen to meet the City of Commerce City design standards.	City of Commerce City	Pre-Construction

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25	Visual	Visual impact of bridge at O'Brian Canal.	Bridge rail fencing will be selected to match similar bridge projects in the City of Commerce City.	City of Commerce City	Pre-Construction
26	Water Quality, Wetlands and Waters of the U.S.	Runoff to the O'Brian Canal or wetland complex north of Rosemary Street from construction activity.	<p>Adhere to the terms and conditions of the Colorado Discharge Permit System permit.</p> <p>Fertilizers and/or hydro-mulching will not be allowed within 50 feet of the O'Brian Canal or wetland complex north of Rosemary Street.</p> <p>Equipment shall be refueled within designated refueling containment area. The refueling containment area shall be located greater than 100 horizontal feet away from the O'Brian Canal or wetland complex north of Rosemary Street.</p> <p>Construction staging and materials stockpiling will be located greater than 50 feet from the edge of wetlands or creeks, when possible, to avoid disturbance of vegetation and to prevent pollutant discharges into sensitive habitats. No staging will be allowed in wetlands. Specific locations will be determined during construction planning and, considering the narrowness of the</p>	City of Commerce City, Contractor	During Construction

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MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
			corridor and limited areas available, this buffer may need to be reduced. If this buffer is not achievable, the City of Commerce City will consider the placement of materials closer to the edge of wetlands or the edge of water and identify appropriate additional Control Measures that will be required to minimize disturbance of vegetation and prevent pollutant discharges into sensitive habitats.		
27	Water Quality, Wetlands and Waters of the U.S.	Runoff from ongoing operations.	Adhere to the terms and conditions of the City of Commerce City Municipal Separate Storm Sewer System (MS4) permit.	City of Commerce City, Contractor	Pre-Construction, During Construction
28	Wetlands and Waters of the U.S.	Permanent impacts to approximately 124 linear feet of the O'Brian Canal (0.18 acre).	Obtain and adhere to the terms and conditions of the Section 404 Nationwide Permit.	City of Commerce City	Final Design, Pre-Construction
Project Completion		All construction impacts.	Before the final conclusion of the Project and 45 days prior to Project completion, the Contractor/City of Commerce City shall submit to CDOT a final memorandum stating that all of the environmental mitigation commitments have been documented and fulfilled, along with a summary detailing any of the	City of Commerce City, Contractor, CDOT Environmental	Pre-Construction, During Construction, Post Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action

Note: This is a Local Agency project. Unless otherwise stated below, the City of Commerce City will be responsible for all mitigation requirements.

MITIGATION COMMITMENT #	MITIGATION CATEGORY	IMPACT	MITIGATION COMMITMENT FROM SOURCE DOCUMENT	RESPONSIBLE BRANCH	TIMING/PHASE THAT MITIGATION WILL BE IMPLEMENTED
			environmental BMPs that were used on the Project. The memorandum should be addressed to the CDOT Region 1 Environmental Project Manager (Vanessa Henderson). This summary of completion will be reviewed by CDOT and forwarded to FHWA for Acceptance before Project close-out can occur.		

11.0 WHAT ADDITIONAL CLEARANCES ARE REQUIRED FOR THIS PROJECT?

In addition to the NEPA evaluation of environmental impacts provided by this EA, the Proposed Action must comply with federal and state laws and regulations. This includes obtaining permits, preliminary and construction surveys, reviews, and other approvals as required by local agency, state, and other federal regulations. Section 12.0 lists the anticipated permits and approvals required to implement the Proposed Action.

12.0 WHAT PERMITS ARE REQUIRED FOR THIS PROJECT?

This work may require environmental permits from various federal, state, and local agencies. The Contractor shall be responsible for obtaining all governmental and agency permits required for the described Work, not otherwise obtained by the City of Commerce City. The City of Commerce City will obtain any required easements. The permits or approvals listed in Table 4 are likely to be needed to ensure compliance with state, federal, and local laws and regulations. This list may change during final design.

Table 4. Required Permits and Approvals

TYPE OF PERMIT	DESCRIPTION
Construction Access Permits	The Contractor will be required to obtain a Construction Access Permit from the CDOT Region Access Control Manager for detours, lane closures, and construction of access (driveways from private property to state highways, including relocation, removal, new, change in use etc.).
Traffic Permits	The Contractor will be required to contact the CDOT Traffic Section for any additional permitting required within CDOT right-of-way as design is finalized. This includes approval for the method of handling traffic.
Utility/Special Use Permit	The Contractor will be required to obtain a CDOT Utility Permit(s) from the Regional CDOT permitting office for any work to install or maintain a utility within CDOT right-of-way. The City of Commerce City will obtain a CDOT Special Use Permit for activities such as landscaping, During Construction within CDOT right-of-way, or survey work.
Air Pollutant Emission Notice	The Contractor will be required to obtain this permit from the Colorado Department of Public Health and Environment, as well as other regional and local authorities, as required.
Easements	The City of Commerce City will obtain any required easements.
Clean Water Act Permits	A Section 404 Nationwide Permit under the Clean Water Act will be required for impacts to the O'Brian Canal. In Colorado, Section 404 Nationwide Permits programatically include Section 401 Water Quality Certification.
Colorado Discharge Permit System General Permit	This permit is required to protect state waters and to ensure the quality of stormwater runoff on any construction activity. The permits are obtained from the Colorado Department of Public Health and Environment Water Quality Control Division. The City of Commerce City will obtain the permit and likely will transfer it to the Contractor before construction.
Colorado Construction Dewatering Permit	This Colorado Department of Public Health and Environment Water Quality Control Division permit is required if groundwater were to be discharged from an excavation to groundwater or surface water. A certification under the Construction Dewatering general permit is required from the Water Quality Control Division before this discharge can occur.
Municipal Separate Storm Sewer System (MS4)	The City of Commerce City is responsible for the MS4 Permit.
Construction & Maintenance Agreement with the Farmers Reservoir and Irrigation Company	An agreement between the City of Commerce City and the Farmers Reservoir and Irrigation Company for temporary construction activities within the O'Brian Canal property and maintenance of the canal under proposed structures.
Construction & Maintenance Agreement with UPRR	An agreement between the City of Commerce City and UPRR for temporary construction activities within the UPRR property and maintenance of the railroad infrastructure and proposed roadway improvements.
Construction & Maintenance Agreement with BNSF	An agreement between the City of Commerce City and BNSF for temporary construction activities within the BNSF property and maintenance of the railroad infrastructure and proposed pedestrian and safety improvements.
Public Utilities Commission Application	A separate application will need to be completed for the UPRR at-grade crossing improvements and the BNSF at-grade crossing improvements.

13.0 WHAT OUTREACH AND OPPORTUNITIES FOR STAKEHOLDER PARTICIPATION WERE PROVIDED?

Stakeholders include federal, state, and local agencies; the general public; business owners; and interest groups.

13.1 Agency Coordination

Outreach, coordination, and consultation were conducted with a number of federal, state, and local agencies during the preparation of this EA. The agency coordination activities helped identify shared goals and objectives, resolve issues and concerns, and address project needs.

Documentation of agency coordination is provided in Appendix B of this document.

13.1.1 Resource Agencies

An environmental scoping meeting with CDOT environmental discipline leads was held on November 11, 2018, to review each environmental resource area that would be covered in this EA and determine what coordination would be needed with the environmental resource agencies over the course of the study.

The state and federal agencies with jurisdiction over resources that could have potentially been impacted by the Proposed Action were invited to participate in a resource agency coordination meeting on June 10, 2019. The agencies invited to participate included:

◆ Transportation Agencies

- CDOT
- FHWA
- Denver Regional Council of Governments (DRCOG)
- RTD

◆ Resource Agencies

- Colorado Department of Public Health and Environment, Air Pollution Control Division
- Colorado Department of Public Health and Environment, Water Quality Control Division
- Colorado Department of Public Health and Environment, Hazardous Materials and Solid Waste Management Division
- Colorado Parks and Wildlife
- State Historic Preservation Officer
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service

- ◆ Local Agencies
 - City of Commerce City
 - Adams County

From fall 2018 through spring 2020, Technical Advisory Committee meetings were held intermittently with technical leads from CDOT, FHWA, DRCOG, and the City of Commerce City regularly in attendance. Agencies that attended to address specific issues when needed included UPRR, Mile High Flood District, RTD, Colorado Motor Carriers Association, the South Adams County Water & Sanitary District, and Adams County. Attendees confirmed the environmental analysis approach and identified the need for coordination with additional resource agencies when appropriate. Other than the separate coordination with the State Historic Preservation Officer, no additional resource agency coordination (outside of CDOT and FHWA) was determined necessary.

13.1.2 Native American Tribes

Section 106 of the National Historic Preservation Act (as amended) and the Advisory Council on Historic Preservation regulations (36 Code of Federal Regulations [CFR] 800.2[c][2][ii]) mandate that federal agencies coordinate with interested Native American tribes in the planning process for federal undertakings. Consultation with Native American tribes recognizes the government-to-government relationship between the United States government and sovereign tribal groups. In that context federal agencies must acknowledge that historic properties of religious and cultural significance to one or more tribes may be located on ancestral, aboriginal, or ceded lands beyond modern reservation boundaries.

Consulting tribes were offered the opportunity to identify concerns about cultural resources and comment on how the project might affect them. If it is found that the project will impact properties that are eligible for inclusion on the National Register of Historic Places and are of religious or cultural significance to one or more consulting tribes, their role in the consultation process may also include participation in resolving how best to avoid, minimize, or mitigate those impacts. By describing the proposed undertaking and the nature of any known cultural sites, and consulting with the interested Native American community, FHWA and CDOT strive to effectively protect areas important to American Indian people.

In June 2019, CDOT contacted federally recognized tribes with an established interest in Adams County, Colorado, and invited them to participate as consulting parties, including:

- ◆ Northern Cheyenne Tribe
- ◆ Pawnee Nation of Oklahoma
- ◆ Comanche Nation

The three tribes responded to the solicitation and indicated they were not interested in participating as a consulting party. No additional tribes expressed interest in participating in the project.

13.1.3 Utility Companies

Through a search of the Utility Notification Center of Colorado database, 14 public and private utility companies were identified in the project study area. Utility owners were contacted to confirm existing and future utilities. None provided information about planned or future facilities in the project study area. To the extent possible based on surface features, information from utility owners was confirmed and supplemented by a field visit on March 7, 2019. There were over 190 utility facilities (lines and surface features including poles, transformers, manholes, vaults, etc.) identified in the project study area, depicted at ASCE 38 Quality Level C and D.

The Mile High Flood District is planning to construct a 60-inch storm sewer line, the Irondale Gulch Outfall, in the 88th Avenue right-of-way from the I-76 southbound off-ramp on the south side of E. 88th Avenue to Willow Street within the project limits. Coordination with the agency was necessary to confirm that the section of the stormwater outfall pipe constructed as part of this project to serve as interim detention until the District's project is fully constructed would be consistent with the design of the District's outfall. The Mile High Flood District participated in the Technical Advisory Committee meetings and attended a drainage coordination meeting with the CDOT drainage and maintenance staff.

As the design progresses, the design team and representatives from the City of Commerce City will coordinate with the 14 affected utility companies according to CDOT's procedures and obtain CDOT Utility Engineer approval. Discussions will include utility conflicts; opportunities to minimize conflicts; timing, location, and cost responsibility for necessary utility adjustments or relocations; and existing and future utility agreements. Coordination will be documented in project utility plans, specifications, and utility agreement letters and provided to the CDOT Region Utility Engineer to review and issue a Utility Clearance.

13.1.4 Railroads

Coordination with the UPRR will be required for the improved E. 88th Avenue at-grade crossing of the UPRR track. The UPRR was notified of the project on October 18, 2018, and was invited to participate in the project's Technical Advisory Committee. The UPRR representative referred the project team to general information required for public projects that have the potential to affect UPRR railroad operations. Conceptual plans were prepared for the improved E. 88th Avenue at-grade crossing of the UPRR tracks to submit to the UPRR with the Preliminary Engineering agreement during a subsequent engineering phase.

Coordination with the UPRR and BNSF will be required for the bicycle and pedestrian improvements at the improved E. 88th Avenue at-grade crossings. Detailed design decisions will be made during a subsequent engineering phase that will include coordination with UPRR and BNSF.

13.2 Public Involvement

The local community was engaged through a range of outreach methods as presented in Table 5. The City of Commerce City maintained a project web page on its municipal capital projects website (<https://capitalprojects.c3gov.com/roads-projects/88th-avenue-widening-project>). A 10-question online survey was posted on the website at the onset of the project development process and there was a place to submit a comment online. Several outreach strategies were used to target minority populations, low-income populations, and non-English speakers. The bilingual mailer for the open house held in March 2019 is shown in Figure 13. The online public event held from June to August in 2020 was provided in English and Spanish, and was promoted on social media, the project website, a press release, an email list, and the City of Commerce City newsletter. A summary of public involvement activities is contained in Appendix C.

Table 5. Public Involvement

DATE	OUTREACH	NUMBER OF ATTENDEES
November 2018 through January 2019	One-on-one stakeholder interviews (10)	10 community stakeholders and representatives
March 27, 2019	Public meeting	27 signed in; estimated approximately 40 attended
April 24 and April 26, 2019	Block-by-block meetings (5)	12 property and business owners, residents
June 25, 2019, and August 8, 2019	Informational booths/tents at community events (2)	General public attending events
June 22, 2020 through August 7, 2020	Online public event for E. 88th Avenue Widening Project and Rosemary Street Widening Project	159 visitors, 10 survey responses, 10 emails, and 2 comments.
Ongoing throughout the process	Project website and online survey	134 survey responses
Ongoing throughout the process	Social media (project-specific accounts on Facebook, Twitter, and Nextdoor)	Social media was used to build project awareness and promote opportunities for public engagement.

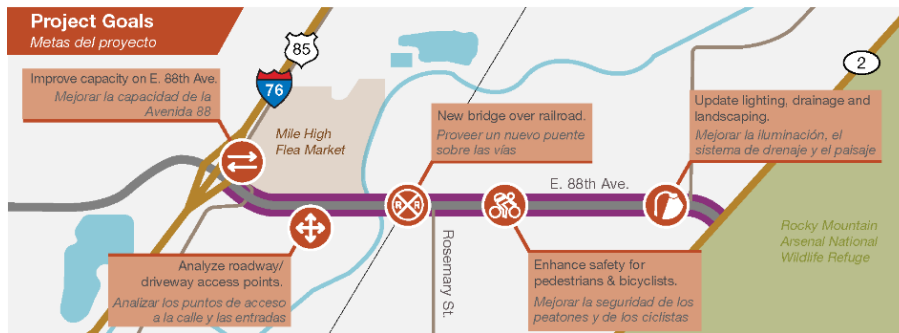
Figure 13. Open House Mailer

Commerce City

Commerce City is proposing improvements to E. 88th Avenue between I-76 and Highway 2. We are currently preparing an Environmental Assessment, which is a federally required process to evaluate design options against their potential impacts to environmental resources.

Commerce City propone mejoras en la Avenida 88 entre la I-76 y la Carretera 2. Estamos preparando una Evaluación Ambiental (EA), un proceso exigido por el gobierno federal para evaluar opciones de diseño y su potencial impacto en los recursos naturales.

The mailer sent in March 2019 showed a new bridge at the UPRR track because that improvement was included in the C3 Vision Comprehensive Plan (Commerce City, 2010b). As discussed in the Design Options Screening Report (located in Appendix A5), at-grade crossings of the O'Brian Canal and UPRR track were retained for the Proposed Action.



Improvements Under Consideration	Project Timeline	Public Meeting						
<i>Mejoras bajo consideración</i>	<i>Calendario del Proyecto</i>	<i>Reunión Pública</i>						
<ul style="list-style-type: none"> ● Widen E. 88th Avenue from 2 lanes to 4 lanes with appropriate turn lanes and median <i>Ampliar la Avenida 88 de 2 a 4 carriles con carriles apropiados para doblar y una medianera</i> ● Upgrade the traffic signal at the intersection of E. 88th Avenue with Rosemary Street, and connect all signals between I-76 and Highway 2 <i>Mejorar las señales de tráfico en la intersección de la Avenida 88 y la calle Rosemary y conectar todas las señales entre la I-76 y la Carretera 2</i> ● Change the existing railroad at-grade crossing to grade-separated (i.e. an overpass) <i>Cambiar el actual paso a nivel a un paso a desnivel</i> ● Construct sidewalks along both sides of the roadway and provide bike lanes through the corridor in accordance with the City's adopted Walk-Bike-Fit Plan <i>Construir veredas a ambos lados de la calle y proveer instalaciones para ciclistas en todo el corredor de acuerdo con el plan local Caminar-Pedalear-Ejercitarse</i> 	<table border="1"> <tr> <td style="background-color: #9C27B0; color: white; padding: 5px;">Fall - Winter 2018 - 2019 <i>Otño-invierno</i> 2018 - 2019</td> <td style="padding: 5px;">Traffic and environmental data collection and survey work in the corridor <i>Se completó una encuesta y compilación de datos sobre tráfico y medio ambiente en el corredor</i></td> </tr> <tr> <td style="background-color: #9C27B0; color: white; padding: 5px;">Spring - Summer 2019 <i>Primavera - verano</i> 2019</td> <td style="padding: 5px;">Design Alternative development and analysis, and environmental data collection <i>Diseño y análisis de alternativas y colección de datos del medio ambiente</i></td> </tr> <tr> <td style="background-color: #9C27B0; color: white; padding: 5px;">Fall-Winter 2019 <i>Otño-invierno</i> 2019</td> <td style="padding: 5px;">Project design documentation, environmental impacts analysis, and approvals to begin final design <i>Documentación del diseño del proyecto, análisis del impacto ambiental y aprobación necesaria para comenzar con el diseño final</i></td> </tr> </table>	Fall - Winter 2018 - 2019 <i>Otño-invierno</i> 2018 - 2019	Traffic and environmental data collection and survey work in the corridor <i>Se completó una encuesta y compilación de datos sobre tráfico y medio ambiente en el corredor</i>	Spring - Summer 2019 <i>Primavera - verano</i> 2019	Design Alternative development and analysis, and environmental data collection <i>Diseño y análisis de alternativas y colección de datos del medio ambiente</i>	Fall-Winter 2019 <i>Otño-invierno</i> 2019	Project design documentation, environmental impacts analysis, and approvals to begin final design <i>Documentación del diseño del proyecto, análisis del impacto ambiental y aprobación necesaria para comenzar con el diseño final</i>	<p>The preliminary design and environmental analysis phase of this project is expected to be complete by December 2019. Final design may occur throughout 2020 and construction could begin as early as 2021. <i>Se espera que la fase del diseño preliminar y análisis ambiental del proyecto quede completa en diciembre de 2019. Luego de eso, se desarrollará el diseño final durante 2020 y la construcción podría comenzar quizá en 2021. Estos son algunas de las actividades de los próximos meses.</i></p>
Fall - Winter 2018 - 2019 <i>Otño-invierno</i> 2018 - 2019	Traffic and environmental data collection and survey work in the corridor <i>Se completó una encuesta y compilación de datos sobre tráfico y medio ambiente en el corredor</i>							
Spring - Summer 2019 <i>Primavera - verano</i> 2019	Design Alternative development and analysis, and environmental data collection <i>Diseño y análisis de alternativas y colección de datos del medio ambiente</i>							
Fall-Winter 2019 <i>Otño-invierno</i> 2019	Project design documentation, environmental impacts analysis, and approvals to begin final design <i>Documentación del diseño del proyecto, análisis del impacto ambiental y aprobación necesaria para comenzar con el diseño final</i>							

14.0 WHAT ADDITIONAL OPPORTUNITIES FOR STAKEHOLDER PARTICIPATION WILL BE PROVIDED?

Stakeholders include the public, interest groups, property owners, and various agencies. Coordination and consultation with federal, state, and local agencies is ongoing and will continue through completion of the NEPA process, in Final Design, and during project implementation, as appropriate. Now that the EA has been released for public review, members of the public have the opportunity to comment during the public comment period in the following ways through July 1, 2021:

- ◆ Submit comments at the online public event.
- ◆ Submit written comments by mail or email.
- ◆ Submit written comments on the project webpage.

Information on the date and location of the online public event and on how to comment is provided at the beginning of this EA, and on the project webpage (<https://capitalprojects.c3gov.com/roads-projects/88th-avenue-widening-project>). The City of Commerce City, CDOT, and FHWA will review and consider all public comments received during the public comment period. Responses to public comments will be provided in the decision document.

15.0 REFERENCES

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Appendix A. Technical Reports and Memos

- A1. Air Quality Memo
- A2. Biological Resources Technical Report
- A3. Community Understanding Report (Land Use; Socioeconomic Resources; Community Facilities, Parks and Recreational Facilities; Bicycle, Pedestrian and Transit Resources; and Environmental Justice Analysis)
- A4. Cumulative Effects
- A5. Design Options Screening Report
- A6. Hazardous Materials (Modified Environmental Site Assessment)
- A7. Historic Resources Survey for the 88th Avenue: I-76 NB Interchanges Ramps to Highway 2
- A8. Historic Properties Effects Report and Section 4(f) Analysis
- A9. Noise Technical Report
- A10. Non-Historic Section 4(f) Resources Technical Memorandum
- A11. Traffic Technical Report
- A12. Visual Resources Technical Report
- A13. Water Quality Report
- A14. Wetlands and Other Waters of the U.S. Technical Report
- A15. Archaeological and Paleontological Resource Clearances

Appendix B. Agency Coordination

Appendix C. Public Involvement

Appendix D. Preliminary Design Plan Set