

COMMITMENT TRACKING MATRIX FOR I-25 EA RE-EVALUTION, Phase II Construction (MP 149-161)

| Technical Requirements 5 – Environmental, which is include in the contract documents requires the contractor to develop and implement for approval an Environmental Compliance Work Plan. Mitigation that directly impacts the U.S. Air Force Academy (USAFA) or was a concern of the USAFA are highlighted in blue. | | | |
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| ID | Impact | Mitigation | Status |
| TRANSPORTATION RESOURCES | | | |
| 1 | The extent and duration of congested conditions on I-25 would be reduced. There would be only isolated segments of Level of Service E and no segments of Level of Service F over the 26-mile I-25 highway. | No mitigation necessary. | No mitigation is necessary. Phase 1, the COSMIX project, has already reduced congestion in central Colorado Springs. Phase 2 will now provide congestion relief between Woodmen to Monument. |
| 2 | Buses and carpools using the Bus/High Occupancy Vehicle lane would experience a speed advantage and travel time savings of up to one minute per mile traveled in the special lanes. | No mitigation necessary. | No mitigation necessary. HOV lanes have always been planned as the final, third phase of the Proposed Action. None are included in Phase 2 (2012). |
| 3 | Existing bus route #18 (Holland Park) may be impacted during construction at the Bijou and Fillmore interchanges. | CDOT will coordinate construction planning with the Transit Services staff with the City of Colorado Springs to ensure that bus service near construction sites is maintained. | Transit impacts at the Bijou Street interchange occurred and were mitigated as part of the COSMIX project. Impacts and mitigation at Fillmore Street will occur as part of a future project, not 2012 widening. |
| 4 | Existing transit stop amenities would be replaced and/or moved due to the new configurations of the Bijou and Fillmore interchanges. | Transit stop amenities will be replaced and/or moved to a safer location when needed after consultation with the Transit Services staff with the City of Colorado Springs. | Transit impacts at the Bijou Street interchange occurred and were mitigated as part of the COSMIX project. Impacts and mitigation at Fillmore Street will occur as part of a future project, not 2012 widening. |
| 5 | Construction activities in or near local businesses have the potential to result in loss of revenue for affected businesses due to potential access difficulties. | Construction activities and effects will be minimized and mitigated using Best Management Practices. CDOT will maintain business access during construction and provide an extensive communications program with affected businesses to keep them informed of construction schedules. | Most effects to businesses have already occurred as part of the COSMIX project. CDOT has included this mitigation in Technical Requirements 16 – Maintenance of Traffic. |
| SOCIO-ECONOMICS | | | |
| 6 | Project construction would have positive, short-term impacts on the local economy but not long-term impacts on regional income levels. Reducing congestion on I-25 could improve the movement of goods and services through the community. | No mitigation is necessary. | No mitigation is necessary. |

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| ENVIRONMENTAL JUSTICE | | | |
| 7 | The 26-mile project would require relocation of five households (one minority-owned) and 16 businesses (including three businesses owned or operated by minorities). | Since there would be no disproportionate impacts to minority and low-income populations, special mitigation actions focused toward these populations are not needed. | Since there would be no disproportionate impacts to minority and low-income populations, special mitigation actions focused toward these populations are not needed. |
| 8 | Proposed Action may require temporary detours and relocation of bus routes and bus stops during construction. This could affect low-income transit users. | Transit service will be maintained and bus stops will be modified as needed. Any temporary alterations will be signed in advance. | Transit impacts at the Bijou Street interchange occurred and were mitigated as part of the COSMIX project. Impacts and mitigation at Fillmore Street will occur as part of a future project, not 2012 widening. |
| RIGHT-OF-WAY | | | |
| 9 | In total, the Proposed Action would require the purchase of approximately 46 acres of land for right-of-way. Five houses and 11 commercial properties would be acquired, requiring relocation of five households and 16 businesses. Additionally, partial acquisitions from approximately 40 properties would be needed. | All property acquisitions will occur in compliance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended. Business relocations will be planned with as much lead time as possible to keep business downtime to a minimum. | Ongoing effort. The COSMIX project involved some ROW acquisition and relocations. Phase II will require ROW and USAFA easement modifications, but no relocations. |
| 10 | An expansion of the existing 658-acre USAFA easement would be necessary. An additional 48.4 acres are needed for the North Gate/Powers connection, and 5.2 acres are needed for the new Ackerman Overlook. | Through a design charette process and ongoing coordination with USAFA staff, the need for use of USAFA land has been minimized. Close coordination with USAFA staff will continue throughout project design and construction. | USAFA easement modification is needed for Phase II only, the current project. USAFA now requires payment of fair market value and no longer provides easements for free. The project impacts remain the same, however his is a new additional cost for the Phase II project(s). Payment for the easement will be completed by Region 2s Right-of-way unit following the Uniform Act. |
| NEIGHBORHOODS | | | |
| 11 | Improvements in bike and pedestrian facilities would improve access from one side of I-25 to the other. | No mitigation is necessary. | No mitigation is necessary. Phase II improvements include creating the Smith Creek Trail across I-25 at the Northgate interchange (Exit 156). This has been included in Technical Requirements 13 – Roadway Design. |
| 12 | Elimination of the Corporate Center exit would reroute access to businesses located southwest of the I-25/Woodmen Road Interchange. | Access to businesses on Corporate Drive will be provided by a new bridge connecting Corporate Drive to the reconfigured I-25 Nevada/Rockrimmon Interchange. | Done. This was constructed as part of the COSMIX project completed in December 2007. |

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| 13 | Some neighborhoods would be impacted by increased noise. Proposed noise mitigation would also have either beneficial or adverse visual impacts. Specifically, noise walls would create visual impacts for the Pulpit Rock, Holland Park, Holiday Village, Mesa Springs and Stratmoor Valley neighborhoods. | Proposed noise mitigation at a total of 8 locations collectively will protect 270 residences, plus several features of Monument Valley Park. Aesthetic elements for noise walls and landscaping for one proposed berm will be developed using context-sensitive design. For example, noise walls will be designed with an architectural treatment on both sides | Noise walls were constructed as part of the COSMIX project completed in 2007. Two walls are still planned near South Academy Boulevard in Phase III. Per the 2004 EA and the 2012 re-evaluation noise analysis, no noise walls are needed in northern El Paso County. |
| 14 | Five residences and four commercial businesses would be acquired from the northeastern edge of the Mesa Springs neighborhood. In the Westside neighborhood, six commercial properties would be acquired. | No mitigation is necessary, since none of these properties provide a focal point, gathering place, or essential services for either neighborhood | No neighborhood mitigation is necessary. The Phase II project has no neighborhood impacts. |
| 15 | Although no permanent neighborhood access or travel patterns would change, temporary access changes during construction would occur. | CDOT will coordinate with the City or County in advance of any temporary closures or detours affecting local streets. | Ongoing commitment for future improvements. Will not be an issue for Phase II widening in northern El Paso County. |
| PARKS AND RECREATION | | | |
| 16 | Three parks would be affected by increased traffic noise: Monument Valley Park, Confluence Park, and Dorchester Park. Noise mitigation is included in the Proposed Action, and the noise-sensitive uses of these parks would not be substantially impaired. | Two noise walls and one earthen berm will be constructed to protect various portions of Monument Valley Park. Mitigation measures for Confluence Park and Dorchester Park were considered and found to be infeasible. | COMPLETED: This impact and mitigation occurred as part of the COSMIX construction project, completed in 2007. |
| 17 | Visual impacts to Monument Valley Park would occur. | Trees will be planted to create an enhanced visual screen near the baseball field at the south end of the park. | COMPLETED: This impact and mitigation occurred as part of the COSMIX construction project, completed in 2007. |
| 18 | Visual and accessibility impacts to the Bijou Street Entrance Gate to Monument Valley Park would occur as the result of raising the elevation of Bijou Street. | In consultation with the State Historic Preservation Officer, design and materials for the new steps, handrail and retaining wall will be selected for best possible compatibility with the existing park features. | COMPLETED: This impact and mitigation occurred as part of the COSMIX construction project, completed in 2007. |

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| 19 | Bicycle and pedestrian facilities would be maintained or improved and improve multi-modal travel. | Continued coordination with City and County staff will occur during final design of bicycle and pedestrian facilities. | Design of the Smith Creek Trail crossing of I-25 at Northgate Interchange will be coordinated with USAFA and City/County staff. This is included in Technical Requirements 5– Roadway Design. |
| 20 | There would be temporary detours or closures affecting bicycle or pedestrian facilities. In particular, these may include the Pikes Peak Greenway crossing under I-25 near the Nevada/Rockrimmon interchange and the Greenway near the WPA flood wall south of Colorado Avenue. | Temporary construction impacts to bike and pedestrian facilities will be mitigated using signs, fencing, and barricades for safe detours, in compliance with City guidelines. Detours will be announced in advance to City and County offices, the Trails and Open Space Coalition, and to the news media. All detours and temporary closures will be coordinated with appropriate City and County offices. | Technical Requirements 16 – Maintenance of Traffic requires the contractor to sign the trail and notify El Paso County of any trail detours/closers required for construction. |
| LAND USE | | | |
| 21 | The Proposed Action would be compatible with existing and planned land uses The Proposed Action would be consistent with the <i>Destination 2025 Regional Long Range Transportation Plan</i> and local land use plans. | No mitigation is necessary. | No mitigation is necessary. Compatible with current PPACG long-range transportation plan through 2035. The Town of Monument has changed its land use plan to make land use adjacent to I-25 more compatible (Gateway area) and aesthetically appropriate. |
| VISUAL RESOURCES | | | |
| 22 | The freeway would become more visually apparent than it is today, due to roadway widening, increased traffic volumes, and the reconfiguration of interchanges. The natural setting around the North Gate Interchange would become more urban in appearance. The Ackerman Overlook will be relocated. | Design guidelines have been developed to ensure overall consistency of roadway features. Aesthetic elements will be developed to be appropriate for the local surroundings. | Aesthetic design is an important aspect of Phase II improvements on USAFA property (mileposts 149 to 157). Technical Requirements 5 – Environmental, requires the contractor to involve CDOT and the USAFA in its roadway, North Gate Interchange, and Ackerman Overlook design. |
| 23 | Noise walls proposed to protect adjacent neighborhoods and Monument Valley Park would create visual impacts for the protected noise receptors. | The noise walls will be designed with an architectural treatment on both sides, in consultation with the affected parties. | COMPLETED: This impact and mitigation occurred as part of the COSMIX construction project, completed in 2007. |
| 24 | The Nevada/Rockrimmon Interchange will be raised, making I-25 more apparent. Retaining walls would also add to the visual impacts. | New highway structures will be designed to be visually appealing. | COMPLETED: This impact and mitigation occurred as part of the COSMIX construction project, completed in 2007. |

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| 25 | The existing noise wall between Bijou and Fillmore has created a monochromatic backdrop to the traffic on I-25, which will make increased future traffic more visible. | Additional trees will be planted in Monument Valley Park, between existing large cottonwoods, to provide an enhanced visual screen for the volleyball courts in Monument Valley Park. A proposed noise berm along I-25 just noise of the Bijou Bridge will also shield the park from the highway view. | COMPLETED: This impact and mitigation occurred as part of the COSMIX construction project, completed in 2007. |
| 26 | Loss of trees and shrubs throughout the corridor would impact views in various ways. | Lost native trees and shrubs will be replanted. | Loss of vegetation, shrubs and trees are addressed in Technical Requirements 17- Landscaping and Technical Requirements 5 -Environmental. |
| AIR QUALITY | | | |
| 27 | An analysis of localized carbon monoxide concentrations indicates that there would not be any new or worsened carbon monoxide violations at intersections in the project area. | No mitigation is required. | No mitigation is required, as confirmed by an updated (2010) air quality analysis for Phase II improvements. |
| 28 | The majority of air emissions during construction would be fugitive dust (including PM ₁₀) from the excavation of soil and backfill. | Implementation of dust control practices will be followed during construction in accordance with Colorado Air Quality Control Commission Regulation No. 1 regarding fugitive emissions. All contractors will be required to obtain a construction permit and to develop a control plan for particulate emissions. | Technical Requirements 5 – Environmental requires the contractor to obtain a construction permit and develop a control plan for particulate emissions. |
| NOISE | | | |
| 29 | Properties that would approach, equal, or exceed FHWA noise abatement criteria include 10 residential areas, 3 parks, and 17 hotels along the I-25 corridor. | Mitigation was found to be both feasible and reasonable at a total of 8 locations. Collectively, they will protect 270 residences, plus several features of Monument Valley Park with construction of one earthen berm and seven new noise barriers ranging from 8 feet to 20 feet high and approximately 1/8- to 1/2-mile in length. | Six noise walls were provided in Phase I (COSMIX), and two will be provided in Phase III. Phase II in northern El Paso County requires no noise walls, per the 2004 EA and an updated (2012) noise analysis. |
| 30 | During construction, the Proposed Action would generate noise from diesel-powered earth moving equipment such as dump trucks and bulldozers, back-up alarms on certain equipment, compressors, and pile drivers (near bridge abutments and retaining walls, if necessary). | To the extent feasible, construction noise impacts, while temporary, will be mitigated by limiting work to daylight hours and requiring the contractor to use well-maintained equipment (particularly with respect to mufflers). | Technical Requirements 5 – Environmental requires the contractor to keep equipment well maintained and mufflers must be in good working condition. Additionally, to the extent feasible, the contractor will be limited to daylight hours for construction. |

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| FLOODPLAINS | | | |
| 31 | Construction activities will cause disturbance to floodplain area in 13 drainages, totaling approximately 52 acres of floodplains disturbed, including areas upstream and downstream of I-25 drainage crossings. The Proposed Action would result in changes to floodplain boundaries, base flood elevations, and flow velocities. Increased impervious surface in the I-25 right-of-way will increase highway runoff, although this increase is negligible compared to overall flows in the receiving streams. | The design of corridor improvements will comply with federal floodplain regulations (e.g., 23 CFR 650.115). The designs will also comply with FEMA regulations and City and County floodplain ordinances. Disturbed wetland, riparian, and habitat areas in floodplains will be revegetated and temporary erosion and sedimentation control and channel stabilization improvements during construction will be included at all locations. Permanent erosion control and floodplain stabilization improvements, and water quality best management practices (BMPs) will also be implemented. Construction will be coordinated through the City/County Floodplain Administrator for issuance of a Floodplain Development Permit, and to ensure that improvements are coordinated with other ongoing studies and planned improvements within the Fountain Creek watershed. If construction occurs in a portion of the floodplain and base flood elevations or floodplain limits are altered, a CLOMR and LOMR will be processed through the Floodplain Administrator for approval by FEMA. | Floodplain requirements are include in Technical Requirements 12 – Drainage. |
| LIGHTING | | | |
| 32 | Additional roadway lighting would be needed, especially in the vicinity of the I-25 North Gate/Powers connection, contributing to light pollution in a natural setting. | Any new lights installed will be designed in compliance with Colorado’s “Dark Skies” legislation, installed so as to shield the fixtures from direct view and to minimize upward lighting and light pollution. | Technical Requirements 14 – Signing, Pavement Markings, Lighting, and Intelligent Transportation System details the lighting requirements for this project. |
| 33 | New roadway lighting will be necessary in the vicinity of the I-25/ Powers Boulevard ramp connections. | Any new lights installed will be designed in compliance with Colorado’s “Dark Skies” legislation, installed so as to shield the fixtures from direct view and to minimize upward lighting and light pollution. | The North Powers Boulevard Connection with I-25 will be done in a future project, not Phase II. This commitment will be done when construction of the North Powers Boulevard Connection is constructed. |

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| WATER QUALITY | | | |
| 34 | An increase in roadway surface area would provide greater pollutant loads to be transported into adjacent streams. Lead, copper, and zinc pollutant loadings could increase because of increased impervious surfaces. Increased traffic on I-25 would increase the potential for waters to be impacted from deicing activities. An increase in the use of sand on I-25 would also impact water quality. | Adhering to CDOT’s CDPS Stormwater Permit, MS4 Discharge Permit, and CDOT Standard Specifications for Road and Bridge Construction, CDOT will implement temporary and permanent water quality best management practices. Permanent channel stabilization and sediment collection facilities will be part of the project. Other preventive strategies include: <ul style="list-style-type: none"> • Developing a stormwater management plan • Designing storm drainage systems to prevent sediment and pollutants from being carried into wetlands, Monument and Fountain Creeks, and their tributaries. • Improving existing stream-side wetlands and riparian habitats • Using non-structural Best Management Practices such as street sweeping and public awareness programs. | Technical Requirements 5- Environmental require the contractor to comply with CDOTs MS4 permit, NPDES Permit (required for work on the USAFA), CDPS permit and compliance with CDOTs Consent Decree from CDPHE. Additionally, CDOTs Standard Specification #208 Erosion Control is a required element in the specification package. |
| 35 | The Proposed Action would increase stormwater runoff from I-25 by at least 50 percent, due to the addition of new highway through-lanes and interchange ramps. | CDOT will mitigate stormwater runoff impacts on USAFA property through the use of Best Management Practices, in accordance with its statewide water quality permit. Implementation of both temporary (construction related) and permanent water quality best management practices will limit impacts of potential increased erosion and sedimentation, as well as potential increased physical and chemical pollutants affecting Monument Creek. Detention basins will be constructed to reduce peak discharges where feasible, in open areas of interchanges or other large open areas. | Technical Requirements 5- Environmental require the contractor to comply with CDOTs MS4 permit, NPDES Permit (required for work on the USAFA), CDPS permit and compliance with CDOTs Consent Decree from CDPHE. Additionally, CDOTs Standard Specification #208 Erosion Control is a required element in the specification package. |
| 36 | During construction, there would be the potential for an increase of pollutants in runoff due to erosion and sediments. | Temporary sediment collection facilities will be established during construction activities. | CDOTs Standard Specification #208 Erosion Control is a required element in the specification package and addresses this impact. A stormwater management plan will be implemented during construction. |

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| WETLANDS | | | |
| 37 | A total of 10.22 acres of wetlands (3.62 acres on USAFA property) will be impacted, including jurisdictional and non-jurisdictional impacts. | Impacted wetlands will be mitigated on a one-for-one basis primarily through in-kind replacement at the locations of impacts and using banked wetland credits from CDOT's Limon Wetland Bank where appropriate. Necessary permits from the U.S. Army Corps of Engineers will be obtained for impacted wetlands. The U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service and CDOW will be consulted regarding use of credits to be withdrawn from the Limon Wetland Bank if appropriate. | Technical Requirements 5- Environmental requires the contractor to replace wetlands at a 1:1 ratio, complete a Wetland Finding, and obtain the necessary 404 permit(s). |
| WILDLIFE | | | |
| 38 | With increased traffic and a widened roadway, I-25 noise would continue to displace wildlife and I-25 would become a stronger barrier to the east/west movement of wildlife. The length of culverts would increase. Wildlife movement corridors would be temporarily disrupted during construction, and mature vegetation would be lost. | CDOT will design hydraulic structures to improve corridor east/west movement, and will re-vegetate disturbed areas to replicate or enhance habitats. | Technical Requirements 17 –Landscaping addresses revegetation. The Biological Assessment for the Preble's Meadow Jumping Mouse includes requirements that will improve wildlife movement across I-25. |
| 39 | Approximately 280 acres of existing undeveloped land would be lost to highway use. This could result in further displacement of wildlife in the vicinity of the highway, including a known 5-acre mule deer concentration area. | Mitigation strategies include: • Minimize construction disturbance using Best Management Practices • Re-vegetate to replicate or enhance habitats, using care however to avoid using plants that would attract wildlife to the road • Create sight and sound buffer zones with native grass, shrubs, and tree species • Implement the noxious weed management plan | Loss of vegetation, shrubs and trees are addressed in Technical Requirements 17- Landscaping and Technical Requirements 5 -Environmental. Technical Requirements 17-Landscaping requires the contractor to develop and implement a weed management plan. |
| 40 | The Proposed Action would result in drainage changes, including required wetland replacement and water detention features. These have the potential to create new open water that could attract large waterfowl to the vicinity of USAFA flight paths. | Creation of open water near USAFA will be avoided to minimize potential bird/aircraft strike hazards for flight operations. | This project is being managed as a design-build project. Placement of water quality ponds will require approval by the project engineer as identified in Technical Requirements 12 – Drainage. |
| 41 | The Proposed Action would disturb riparian crossings on USAFA property. | Re-vegetate the I-25 corridor on USAFA property in a manner that is consistent with USAFA's wildlife management objectives. | Loss of vegetation, shrubs, trees, and riparian areas are addressed in Technical Requirements 17- Landscaping and Technical Requirements 5 - Environmental. |

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| 42 | Approximately 13 acres of riparian corridor would be directly impacted. This would result in the permanent displacement of wildlife species. | CDOT will obtain habitat easements and/or purchase land in riparian areas and adjacent uplands to preserve 50 acres of habitat for the Preble’s meadow jumping mouse. These efforts will also benefit other wildlife that use riparian areas. | Ongoing commitment, definitely applicable for the Phase II widening project(s). CDOT has purchased more than 30 of the 50 required acres as of early 2012. |
| 43 | No migratory bird nesting sites were identified at the time in the 2004 EA. In 2012 three raptor nests were identified along the I-25 widening project. | Conduct field surveys to look for migratory birds that are protected by the Migratory Bird Treaty Act before removing large trees. | Technical Requirements 5- Environmental includes Project Standard Special Specification 240- Protection of Migratory Birds. The contractor will be required to time construction outside of the nesting season (April 1 – August 31) when working near an active nest or develop other conservation measures that are meet the requirements under the Migratory Bird Treaty Act. |
| THREATENED AND ENDANGERED SPECIES | | | |
| 44 | Disturbance of Preble’s meadow jumping mouse habitat will include: 21.20 acres of permanent habitat loss (12.3 acres of this is on USAFA property) and 26 acres of temporary impact (20 acres would be on USAFA Property). Preble’s mouse habitat connectivity and mobility will improve at some project sites as a result of improved culvert and bridge crossings. | The mitigation package described in the Biological Opinion issued by the U.S. Fish and Wildlife Service will be followed. Strategies include: 1. Avoid and minimize impacts to Preble’s habitat to fullest extent practicable. 2. Not to exceed 36.2 acres of temporary alterations and 25.7 acres of permanent alterations to Preble’s habitat. 3. Successful restoration of all temporarily altered habitat or replacement with equivalent quality or better habitat. 4. Reestablishment of at least two linkages. The following options are known at this time: a. Lower Monument to Upper Monument b. Kettle to Monument South c. Hay and Beaver to Monument South d. Jackson to Monument South | CDOT and FHWA have resubmitted a Biological Assessment to the USFWS on August 24, 2012. The conservation measures remain the same as outlined in the 2003 BA/BO for the I-25 Improvement Project EA. Should the USFWS have additional requirements not covered under our resubmitted BA, CDOT will complete another Re-Evaluation of the 2004 EA to address the additional USFWS conservation requirements. Notice to Proceed on construction of this project will not be issued until CDOT has an updated Biological Opinion from the USFWS. Status of Mitigation as identified by number in the mitigation column. 1) Technical Requirements 5 – Environmental requires the contractor to minimize impacts to PMJM habitat to the greatest extent possible. 2) This project will not increase impacts from the 2003 BA/BO. 3) Temporary impacts to PMJM habitat will |

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| | | e. Teachout to Monument North 5. Purchase of conservation easements or fee title on 50 additional acres of habitat in Dirty Woman, Monument, or Jackson Creeks as advance mitigation for disturbances within the project areas. 6. Completion of research program on small mammal ledges and implementation per results of research. 7. Active cooperation with El Paso County and the U.S. Air Force Academy 8. Reporting: a) interactive database; b) annual monitoring; c) template Biological Assessments for specific projects. | be monitored annually and reported to USFWS. 4) Technical Requirements 5 – Environmental identifies Kettle Creek and Jackson Creek as linkages to be completed with this Phase II project. 5) CDOT has conserved 30.89 of the 50 acres. . An email has been received from USFWS indicating that all advance mitigation needs to be completed prior to all of the construction projects impacting PMJM habitat is completed. Since the North Powers Boulevard Extension is part of the Programmatic BA/BO and work hasn't begun on this project, CDOT can still proceed with the I-25 widening project. However, all 50 acres will need to be conserved prior to the North Powers Boulevard being constructed. 6) Completed. 7) Technical Requirements 5 – Environmental requires ongoing consultation with the USAFA and El Paso County. 8) Ongoing commitment. Reports have been completed through 2011. |
| 45 | Disturbance of Preble's meadow jumping mouse habitat will include: 21.20 acres of permanent habitat loss (12.3 acres of this is on USAFA property) and 26 acres of temporary impact (20 acres would be on USAFA Property). | CDOT will obtain habitat easements and/or purchase land in riparian areas and adjacent uplands to preserve 50 acres of habitat for the Preble's meadow jumping mouse (PMJM). These efforts will also benefit other wildlife that use riparian areas. | CDOT has purchased more than 30 of the 50 required acres as of early 2012. CDOT has identified 3-4 additional properties that could help satisfy the remaining acreage requirement. Currently, CDOT is pursuing the acquisition of approximately 21 acres of PMJM property along Jackson Creek. CDOT continues to work toward meeting the 50 acre of preserved PMJM habitat. |

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| 46 | The 3-acre colony of Gunnison’s prairie dogs located near I-25 and the North Gate interchange would be impacted. This colony is located on USAFA property. | Prior to construction, USAFA staff will be consulted to determine if Gunnison’s prairie dog should be relocated to USAFA property. Any specific USAFA requirements for prairie dogs will be adhered to. | The Gunnisons prairie dog is now a federal Candidate species. CDOT and FHWA have submitted a Biological Assessment to the USFWS on August 24, 2012. Should the USFWS have additional requirements not covered under the submitted BA, CDOT will complete another Re-Evaluation of the 2004 EA to address the additional USFWS conservation requirements. Notice to Proceed on construction of this project will not be issued until CDOT has a Biological Opinion from the USFWS. |
| VEGETATION | | | |
| 47 | Vegetation types to be affected include: • Disturbed grassland, 922 acres (25 acres on USAFA) • Shortgrass prairie, 27 acres (17 acres USAFA) • Riparian deciduous, 25 acres (2 acres USAFA) • Wetlands, 10.2 acres (3.62 acres USAFA) • Forested-ponderosa pine, 4.9 acres (1 acre USAFA) • Shrubland-gamble oak, 1.5 acres | Construction disturbances will be limited using Best Management Practices. Disturbed areas will be re-vegetated to replicate or enhance habitats, using care however to avoid using plants that would attract wildlife to the road. Re-vegetation will occur immediately following construction activities using site-specific seed mixes and certified weed-free mulch or straw. | Loss of vegetation, shrubs and trees are addressed in Technical Requirements 17- Landscaping and Technical Requirements 5 -Environmental. |
| 48 | It is estimated that 700 to 900 trees will be removed over the length of the 26-mile corridor. Approximately 80 mature trees would be removed on the USAFA. Removal of undesirable non-native species will be beneficial. | Trees will be planted in proximity to where trees are removed. | Loss of vegetation, shrubs and trees are addressed in Technical Requirements 17- Landscaping and Technical Requirements 5 -Environmental. |
| 49 | Alterations of hydrologic patterns, volumes, frequencies of water can affect vegetation communities. Also, contaminants in stormwater runoff from the widened highway could degrade the health of nearby wetlands. | Temporary and permanent Best Management Practices for stormwater runoff will be used. Since these were not required when the roadway was built in the 1950s, they have the potential to mitigate not only for new lanes but also the existing lanes. This could represent a net improvement over existing conditions. | Technical Requirements 5- Environmental require the contractor to comply with CDOTs MS4 permit, NPDES Permit (required for work on the USAFA), CDPS permit and compliance with CDOTs Consent Decree from CDPHE. Additionally, CDOTs Standard Specification #208 Erosion Control is a required element in the specification package. |

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| Technical Requirements 5 – Environmental, which is include in the contract documents requires the contractor to develop and implement for approval an Environmental Compliance Work Plan. Mitigation that directly impacts the U.S. Air Force Academy (USAFA) or was a concern of the USAFA are highlighted in blue. | | | |
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| ID | Impact | Mitigation | Status |
| NOXIOUS WEEDS | | | |
| 50 | Existing and new species of noxious weeds would have the potential to spread in newly disturbed areas and out-compete native species. | Using CDOT's standard protocol for weed management, develop a weed management plan to mitigate the potential adverse effects of earth disturbance. The plan will include eradication of tamarisk on CDOT right-of- way within the project area. This plan will incorporate appropriate methods such as herbicides, mechanical removal, and (potentially) biological controls. Appropriate control methods will be selected carefully, especially in sensitive areas such as wetlands, riparian and habitat corridors. | Technical Requirements 17- Landscaping requires the contractor to develop and implement a weed management plan. |
| HISTORIC RESOURCES | | | |
| 51 | "Adverse impacts" would occur on the sites listed below. The historic cultural landscape of USAFA would be disturbed by the widening of I-25 and the construction of new ramps for the North Gate/Powers connection. | Level II documentation will be prepared to record the present appearance of the 7 miles of I-25 on USAFA property. USAFA staff will be included in the design process to ensure that the project design is compatible with USAFA aesthetic expectations. | The Level II documentation was completed in December 2004. Technical Requirements 5- Environmental requires the contractor to coordinate with the USAFA to ensure the project is compatible with USAFA aesthetic goals. |
| 52 | Approximately 5,910 square feet of the Depression-era Works Progress Administration floodwall along Monument Creek would be physically altered. This represents about seven percent of the WPA walls existing south of Bijou Street, and about one percent of the overall existing WPA wall system. | Level II documentation will be prepared to record the present appearance of the WPA wall along Monument Creek in central Colorado Springs. Wherever reconstruction is feasible, qualified stonemasons will reconstruct the impacted portions of the wall using the same stones that are removed. Any stones that are not used in rebuilding the wall will be stockpiled for future repair projects, or used to replace the riprap under the Colorado Avenue Bridge. | COMPLETED: This impact and mitigation occurred as part of the COSMIX construction project, completed in 2007. |
| 53 | Visual and accessibility impacts to the Bijou Street Entrance Gate and adjacent Monument Valley Park land would occur as the result of raising the elevation of Bijou Street. New steps, handrail and a retaining wall would be constructed to address this elevation change. | Level I documentation will be prepared to record the present appearance of the Entrance Gate and the adjacent park land. In consultation with the State Historic Preservation Officer, design and materials for the new steps, handrail and retaining wall will be selected for best possible compatibility with the existing park features. | COMPLETED: This impact and mitigation occurred as part of the COSMIX construction project, completed in 2007. |

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| 54 | Other historic resources in the I-25 study area would experience “no effect” or “no adverse effect” upon the qualities that make them eligible. A portion of the “Old Denver Highway” occurs within the project area but will not be impacted by the project | No mitigation is needed for these sites. | No mitigation needed. Technical Requirements 5 – Environmental identifies the “Old Denver Highway” and requires the contractor to protect the area with temporary orange fencing. |
| ARCHAEOLOGY | | | |
| 55 | A known archeological site will be impacted near the I-25/Rockrimmon Interchange. The site is a prehistoric campsite that has been assessed as being eligible for the National Register of Historic Places. | Prior to construction near the site, CDOT will have this site excavated by qualified archaeologists, in accordance with a formal treatment plan coordinated with the State Historic Preservation Office, Advisory Council on Historic Preservation, and consulting Native American tribes. | COMPLETED: This impact and mitigation occurred as part of the COSMIX construction project, completed in 2007. |
| 56 | The Proposed Action has the potential to impact other archeological resources that have not yet been discovered. | If any currently undiscovered archeological resources are found anywhere within the grading project corridor during construction, the CDOT staff archaeologist will be notified immediately to assess their significance and make further recommendations. | CDOT Standard Specification 107.23 addresses this issue and has been included in the project plan set. |
| NATIVE AMERICAN CONSULTATION | | | |
| 57 | Based on consultation conducted to date, no impacts to Native American cultural resources are foreseen. However, the Proposed Action has the potential to impact Native American resources that have not yet been discovered. | Pursuant to the Historic Resource Preservation Act, a Section 106 Programmatic Agreement has been prepared, addressing all issues in the corridor pertinent to agencies and tribes. | CDOT reinitiated consultation with the Tribes on 3/8/12. The Arapahoe & Cheyenne Tribes of Oklahoma responded with no concerns. |
| PALEONTOLOGY | | | |
| 58 | Based on the current Concept Design, there will not be any known impacts to paleontological resources. | Once project design plans are finalized, CDOT will have a qualified paleontologist examine them to determine if monitoring during construction is necessary. | Technical Requirements 5 – Environmental requires the contractor to submit 90% level of design to CDOTs staff paleontologist for review. |

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| ID | Impact | Mitigation | Status |
| 59 | The Proposed Action has the potential to impact paleontological resources that have not yet been discovered. | If any subsurface bones or other possible fossils are found anywhere within the survey corridor during construction, the CDOT staff paleontologist will be notified immediately to assess their significance and make further recommendations. | CDOT Standard Specification 107.23 addresses this issue and has been included in the project plan set. |
| ADDITIONAL US AIR FORCE ACADEMY ISSUES | | | |
| 60 | I-25 construction has the potential to disrupt traffic during USAFA special events. | In addition to implementing standard techniques for mitigation of traffic disruption, CDOT will actively avoid lane closures that would affect USAFA events, and will maintain an active process for advance planning and coordination with USAFA staff. | Technical Requirements 16 – Maintenance of Traffic requires the contractor to have a traffic plan that addresses USAFA special events. |
| 61 | By improving traffic flow on I-25, the Proposed Action will avoid the adverse consequences of traffic congestion on the region’s most heavily traveled roadway. | No mitigation measures are necessary. | No mitigation is necessary. |
| 62 | The Proposed Action would require rock products and generate debris and waste materials. The action would accelerate depletion of local rock quarries and landfill capacities. | To the extent practicable, construction debris will be recycled as fill material. The quantities of newly mined rock products consumed by the project are relatively minor in the context of all of the other consumption associated with the addition of more than 200,000 new residents by the year 2025. | Technical Requirements 10 –Geotechnical and pavements requires the contractor to submit a recycled asphalt plan. |
| HAZARDOUS WASTE SITES | | | |
| 63 | Property that is owned by CDOT or that is acquired by CDOT will be remediated. This would lower the health and safety risk for the public and maintenance and utility workers. Five areas of potential environmental concern (i.e. sites with potential soil contamination) would be acquired. With the exception of one site, the current presence of hazardous waste and/or release of petroleum products is unknown. | Site-specific investigations will be performed at the areas of potential environmental concern to determine what remediation will be necessary to protect human health and the environment during either construction or operation and maintenance of the improvements. Management plans for health and safety will be prepared and enforced. | An Initial Site Assessment performed in late 2011 determined that several previously identified Underground Storage Tanks (USTs) have been determined to have leaked and contaminated soil since the 2004 EA was completed. These leaks occurred in the Phase II project area, but will not pose issues complicating the project. Standard Specification 250- Environmental, Health and Safety Management is included with the specification package and addresses the process for the contractor to follow should unexpected soil contamination be encountered. |

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| 64a | There are four steel bridges with lead-based paint (LBP) in the corridor that will be removed. | For bridges with lead-based paint, CDOT will undertake further testing to determine disposal methods. CDOT will manage the disposal of debris in compliance with Section 250, Environmental Health and Safety Management of CDOT's standard specifications for road and bridge construction and in compliance with the Occupational Safety and Health Administration, the U.S. Environmental Protection Agency, and the Colorado Department of Public Health and Environment. | CDOT has performed additional LBP testing and will make these reports available to the contractor. Technical Requirements 5- Environmental, requires the contractor to develop a bridge demolition plan and management plan for the removal of structures containing LBP. |
| 64b | <p>At this time, CDOT would like to expand and clarify the Hazardous Materials mitigation commitments shown in the EA.</p> <p>Clarification of Hazardous Material mitigation commitments:</p> <ul style="list-style-type: none"> • An individual site-specific Phase I ESA will be conducted on properties before acquiring any right-of-way. • A Materials Handling Plan will be prepared to address contaminated soil and groundwater and develop a Health and Safety Plan, as required by Section 250.03 of the CDOT Standard Specifications for Road and Bridge Construction. • Engineering controls will be determined to minimize quantity of contaminated materials. • Responsible parties will be determined for design, build, and operation of remediation systems, and ensure CDOT is not liable for future operations. • Cost recovery of hazardous material sites where removal actions and long-term maintenance is required will be determined. • An asbestos survey for any building acquisition or demolition, or if asbestos is known to be present will be prepared. • Soil Characterization and Management Plans will be prepared according to CDPHE HMWMD if construction debris is encountered during construction activities and is suspected to contain asbestos. | | |