

Appendix C - Proposed Action Screening Matrix

Screening Measure	No-Action Alternative	Alternative Package 1 (Single point urban interchange at I-70/32 nd Avenue interchange and a realigned SH 58 frontage road intersection with McIntyre Street)	Alternative Package 2 (Offset hook ramps at I-70/32 nd Avenue interchange and a new interchange on SH 58 with Cabela Drive) (Proposed Action in the EA)	Alternative Package 3 (Offset hook ramps at I-70/32 nd Avenue interchange and a realigned SH 58 frontage road intersection with McIntyre Street)
TRAFFIC OPERATIONS AND ENGINEERING CONSIDERATIONS				
Achievement of desired design criteria (Assessment of each layout as to "driveability")	Existing eastbound on and off ramps do not achieve current desirable design standards.	Desirable design standards are achieved.	Minimum design standards are achieved for hook ramps at 30 mph. Desirable standards are achieved elsewhere.	The minimum design standards achieved for Alternative Package 3 are the same as Alternative Package 2.
Consistency with drivers expectancy (Assessment of each layout relative to its "standardization" that drivers are used to)	Existing eastbound ramps split north and south of 32 nd and are not compatible with driver expectancy.	Urban interchange configuration at 32 nd is compatible with driver expectancy.	Offset hook ramps for I-70/32 nd Avenue interchange is counter to driver expectancy that all traffic movements occur generally at the same location. However, the ramps are directionally paired (i.e. eastbound I-70 off ramp is paired with the eastbound I-70 on ramp).	The consequences for Alternative Package 3 are the same as Alternative Package 2.
System vehicle-hours of travel (vht) (Measure of local street system's functionality)	Local System VHT = 1045(2055) Freeway System VHT = 255(275) Total System VHT = 1300(2330)	Local System VHT = 820(1100) Freeway System VHT = 250(310) Total System VHT = 1070(1410)	Local System VHT = 775(985) Freeway System VHT = 265(295) Total System VHT = 1040(1280)	Local System VHT = 805(1140) Freeway System VHT = 260(320) Total System VHT = 1065(1460)
Freeway traffic operations [Functionality of Interstate I-70 (I-70) and State Highway (SH 58)]	Level of service (LOS) E's and F's are projected along I-70 and at ramp junctures during peak hours given a six-lane freeway within the Study Area. The poorest 2030 LOS along SH 58 is LOS C.	LOS E's and F's are projected along I-70 and at ramp junctures during peak hours given a six-lane freeway within the Study Area. The poorest 2030 LOS along SH 58 is LOS C.	LOS E's and F's are projected along I-70 and at ramp junctures during peak hours given a six-lane freeway within the Study Area. The poorest 2030 LOS along SH 58 is LOS D.	LOS E's and F's are projected along I-70 and at ramp junctures during peak hours given a six-lane freeway within the Study Area. The poorest 2030 LOS along SH 58 is LOS C.
Achievement of operational local streets objectives [Level of service (LOS) D or better during peak AM (morning) and PM (afternoon) hours is the objective] at each intersection evaluated for 2030 LOS A represents the best possible operational conditions, while LOS F is characterized by severe congestion and extremely poor traffic operations (i.e. gridlock).	AM – 2 LOS E's, 2 LOS F's PM – 1 LOS E, 10 LOS F's All other intersections in the study area would operate at LOS D or better during the AM and PM peak hours	Intersections that operated at LOS E or F in No Action would operate at: AM – 1 LOS F, 1 LOS D, 2 LOS C's PM – 2 LOS F's, 2 LOS D's, 6 LOS C's The alternative design eliminates one intersection, which operated poorly in No-Action Alternative: Youngfield Street/Eastbound I-70 Off-Ramp Includes additional westbound right turn lane at Westbound SH 58 Off-Ramp/McIntyre Street	Intersections that operated at LOS E or F in No Action would operate at: AM – 1 LOS F, 2 LOS C's, 1 LOS B PM – 1 LOS F, 1 LOS E, 1 LOS D, 3 LOS C's, 3 LOS B's The alternative design eliminates two intersections, which operated poorly in No-Action Alternative: McIntyre Street/Cabela Drive and 32 nd Avenue/Westbound I-70 Ramps Includes additional westbound right turn lane at Westbound SH 58 Off-Ramp/McIntyre Street	Intersections that operated at LOS E or F in No Action would operate at: AM – 1 LOS F, 2 LOS C's, 1 LOS B PM – 2 LOS F's, 1 LOS D, 5 LOS C's, 2 LOS B's The alternative design eliminates one intersection, which operated poorly in No Action Alternative: 32 nd Avenue/Westbound I-70 Ramps Includes additional westbound right turn lane at Westbound SH 58 Off-Ramp/McIntyre Street
Limitation of traffic diversion onto streets near residential areas [vehicles per day (vpd)]	2030 Daily Forecasts (includes increases in background traffic and development-related traffic increases) 16,100 vpd on 32 nd west of Cabela Drive (Existing = 14,000 vpd) 4,500 vpd on 27 th east of Youngfield (Existing = 3,400 vpd) 10,400 vpd on 44 th west of Cabela Drive (Existing = 7,400 vpd) 10,400 vpd on 44 th east of Cabela Drive (Existing = 7,400 vpd) 41,400 vpd Total (Existing = 32,200 vpd)	Change relative to No Action 2030 Daily Forecasts: - 2,300 vpd on 32 nd west of Cabela Drive No Change on 27 th east of Youngfield - 800 vpd on 44 th west of Cabela Drive - 800 vpd on 44 th east of Cabela Drive Net Impact = - 3,900 vpd	Change relative to No Action 2030 Daily Forecasts: - 2,000 vpd on 32 nd west of Cabela Drive + 900 vpd on 27 th east of Youngfield + 3,900 vpd on 44 th west of Cabela Drive - 1,800 vpd on 44 th east of Cabela Drive Net Impact = + 1,000 vpd	Change relative to No Action 2030 Daily Forecasts: - 2,300 vpd on 32 nd west of Cabela Drive + 900 vpd on 27 th east of Youngfield - 800 vpd on 44 th west of Cabela Drive - 800 vpd on 44 th east of Cabela Drive Net Impact = - 3,000 vpd

Appendix C - Proposed Action Screening Matrix (continued)

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Compatibility with the I-70/SH 58 interchange design	Includes I-70/SH 58 interchange improvements.	Compatible with I-70/SH 58 interchange design. Incorporates the proposed 35 th Avenue hook ramp (currently located at 38 th Avenue) as part of the single point urban interchange.	Compatible with I-70/SH 58 interchange design. Relocates the proposed 35 th Avenue hook ramp to 27 th Avenue.	Compatible with I-70/SH 58 interchange design. Relocates the proposed 35 th Avenue hook ramp to 27 th Avenue.
Improvement of safety and reduction of conflicts along freeways	Predicted annual accidents 210 - 230	Predicted annual accidents 210 - 230	Predicted annual accidents 230 - 250	Predicted annual accidents 210 - 230
Improvement of safety and reduction of conflicts along local streets	Predicted annual accidents 180 - 200	Predicted annual accidents 110 - 130	Predicted annual accidents 140 - 160	Predicted annual accidents 130 – 150
Emergency vehicle access	Emergency access to the proposed development would be limited to Youngfield Service Road (from 32 nd Avenue) and from the SH 58 Frontage Road (from McIntyre Street). Projected congestion at the I-70/32 nd Avenue during peak traffic times could delay the movement of emergency vehicles through the area.	Alternative would alleviate congestion at the I-70/32 nd Avenue interchange. The 40 th Avenue underpass would provide an additional access to the proposed development would be an option for emergency vehicles.	Alternative would alleviate congestion at the I-70/32 nd Avenue interchange. New Interchange onto SH 58 and connection to 44 th Avenue provides another access to the development area. The 40 th Avenue underpass would provide an additional access to the proposed development would be an option for emergency vehicles.	Alternative would alleviate congestion at the I-70/32 nd Avenue interchange. The 40 th Avenue underpass would provide an additional access to the proposed development would be an option for emergency vehicles.
School safety along 32 nd Avenue	Current conditions include signalized intersection with pedestrian heads and push buttons at Alkire, cross-walk designation and signing including cross-walk ahead signing, right turn on red prohibition when pedestrians are present, and "SCHOOL, SPEED LIMIT 20 MPH when flashing" signs with dual beacon lights. Current Traffic volume along 32 nd Avenue east of Alkire is 14,000 vpd; year 2030 projected traffic is 14,300 vpd.	Alternative would include minor signing modifications to meet <u>current</u> manual on uniform traffic control devices (MUTCD) guidelines. Sidewalk additions would also be incorporated including a short connection on the southwest corner of 32 nd /Alkire connecting to the crosswalk across 32 nd Avenue and a 330- foot stretch along the north side of 32 nd Avenue where there currently is none. This alternative would result in 500 vpd less traffic traveling by Manning School than the No-Action Alternative.	The improvements are the same as Alternative 1, except this alternative would result in 200 vpd less traffic traveling by Manning School than the No-Action Alternative.	The improvements are the same as Alternative 1, except this alternative would result in 500 vpd less traffic traveling by Manning School than the No-Action Alternative.
ENVIRONMENTAL CONSEQUENCES				
Socio-Economics				
Meets objectives of local and regional plans. The objectives of the City of Wheat Ridge Comprehensive Plan include: <ul style="list-style-type: none"> Develop a transportation network that will protect the City's residential neighborhoods and serve commercial and industrial areas and other land uses; Preserve and enhance the tax base needed to support desired government services and facilities in the community; and Continue to ensure that maintaining a healthy business climate for existing businesses is as important as attracting new firms by making revitalization a continuing priority (City of Wheat Ridge 2000). 	Not consistent with the objectives of the City of Wheat Ridge Comprehensive Plan as amended.	Impacts to the community commercial center located northeast of Youngfield Street and 32 nd Avenue do not meet the objectives of the City of Wheat Ridge Comprehensive Plan, as amended (City of Wheat Ridge 2000; City of Wheat Ridge 2005). Forecasted land use included in the DRCOG 2030 Metro Vision Regional Transportation Plan (RTP) (DRCOG 2005).	Consistent with the objectives of the City of Wheat Ridge Comprehensive Plan, as amended (City of Wheat Ridge 2000; City of Wheat Ridge 2005). Forecasted land use included in the DRCOG 2030 Metro Vision RTP. Proposed new interchange on SH 58 not included in the DRCOG 2030 Metro Vision RTP (DRCOG 2005).	Consistent with the objectives of the City of Wheat Ridge Comprehensive Plan, as amended (City of Wheat Ridge 2000; City of Wheat Ridge 2005). Forecasted land use included in the DRCOG 2030 Metro Vision RTP (DRCOG 2005).

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Maintenance of community commercial centers	No change from current conditions.	Impacts businesses along 32 nd Avenue and in the commercial center northeast of the I-70/32 nd Avenue interchange.	Impacts businesses along portions of 32 nd Avenue, Youngfield Street, and 44 th Avenue.	The consequences for Alternative Package 3 are the same as Alternative Package 2.
Maintenance of community access and cohesion	Improves east/west access across I-70 with the 40 th Avenue underpass.	Improves east/west access along 32 nd Avenue.	Improves east/west access along 32 nd Avenue. Improves north/south access along Cabela Drive across SH 58 at the proposed new interchange on SH 58.	The consequences for Alternative Package 3 are the same as Alternative Package 1.
Avoidance of disproportionately high and adverse effects on minority and low income populations	No change from current conditions.	Adjacent area includes minority and low-income populations; outreach efforts on-going.	The consequences for Alternative Package 2 are the same as Alternative Package 1.	The consequences for Alternative Package 3 are the same as Alternative Package 1.
Right-of-way and Displacements				
Number of ownerships affected	Right-of-way acquisition and displacements for the I-70/SH 58 interchange project are discussed in the I-70/SH 58 EA and FONSI (CDOT 2002a, FHWA 2004).	Full or partial acquisition of 36 properties.	Full or partial acquisition of 22 properties.	Full or partial acquisition of 19 properties.
Number of Residences Relocated		Total right-of-way required = 725,000 square feet 14 residences relocated.	Total right-of-way required = 590,000 square feet 1 residence relocated.	Total right-of-way required = 525,000 square feet 1 residence relocated.
Number of Business Relocations		22 businesses relocated.	7 businesses relocated.	7 businesses relocated.
Traffic Noise				
Locations where CDOT Noise Abatement Criteria (NAC) levels may be exceeded Modeling and a mitigation evaluation will be performed for the proposed action.	The noise model to evaluate existing conditions (2005) indicated 36 receivers would have traffic noise above the respective NAC during either the AM or PM peak hours. Of these, 28 were Category B properties (homes, parks, etc.) and 8 were Category C properties (businesses). Model results for the 2030 No-Action Alternative are very similar to the existing conditions results. The traffic noise patterns are similar, with the noise levels pushed out a bit farther from the roads due to increased traffic volumes, so the impacted areas are slightly larger overall. Forty-nine of the model receivers were calculated to have traffic noise above the respective NAC during the PM peak hour. Of these, 35 were Category B properties (homes, parks, etc.) and 14 were Category C properties (businesses).	The proposed improvements to the I-70/32 nd Avenue interchange include the relocation of Youngfield Street to the east, nearer some neighborhoods. The relocation of Youngfield Street may impact the Maple Grove Village and the Applewood Village neighborhoods east of Youngfield Street.	The proposed new interchange on SH 58 would increase traffic along 44 th Avenue west of the interchange, which may have noise impacts to the Fairmount neighborhood. The relocation of the eastbound I-70/32 nd Avenue hook ramps would bring traffic noise closer to homes near 26 th Avenue and may increase traffic noise along Youngfield Street and 27 th Avenue.	The relocation of the eastbound I-70/32 nd Avenue hook ramps would bring traffic noise closer to homes near 26 th Avenue and may increase traffic noise along Youngfield Street and 27 th Avenue.
Air Quality				
Local and regional conformity	Regional and local conformity currently achieved.	The proposed improvements to the I-70/32 nd Avenue interchange are not considered regionally significant by DRCOG. Regional conformity currently achieved. Hot spot analysis to be performed for the Proposed Action, as necessary. Local conformity is expected.	The proposed new interchange on SH 58 is not included in the DRCOG 2030 Metro Vision RTP (DRCOG 2005). Amendment of the 2030 Metro Vision RTP will be required. Regional conformity is expected. Hot spot analysis to be performed for the Proposed Action, as necessary. Local conformity is expected.	The consequences for Alternative Package 3 are the same as Alternative Package 1.

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Historic Preservation				
<p>Number of National Register of Historic Places (NRHP) eligible sites impacted</p> <p>Section 4(f) of the US Department of Transportation Act of 1966 mandates that the Secretary of Transportation shall not approve any transportation project requiring the use of publicly owned parks, recreations areas, wildlife and waterfowl refuge, or significant historic sites, regardless of ownership, unless there is not a prudent and feasible alternative to using that land or the project includes all possible planning to minimize harm. Historic sites qualifying for 4(f) protection must be officially listed on or eligible for the NRHP. The NRHP-eligibility of specific resources is established through a consultation process outlined in Section 106 of the National Historic Preservation Act. Section 106 consultation also involves the assessment of effects to historic properties from the proposed federal undertaking.</p>	<p>No change.</p>	<p>Improvements along Youngfield Street in the vicinity of the I-70/32nd Avenue interchange would require the partial acquisition of the NRHP eligible Maple Grove Grange at 3130 N. Youngfield Street (Field Determination NRHP-Eligible).</p>	<p>Improvements along Youngfield Street in the vicinity of the I-70/32nd Avenue interchange would require the partial acquisition of the NRHP eligible Maple Grove Grange at 3130 N. Youngfield Street (Field Determination NRHP-Eligible).</p>	<p>The consequences for Alternative Package 3 are the same as Alternative Package 2.</p>
Bicycle/Pedestrian Connectivity				
<p>Maintenance of or enhancement of bicycle/pedestrian connectivity</p>	<p>Attached sidewalks will be provided on both sides of 40th Avenue through the I-70 underpass, improving east/west connectivity across I-70.</p>	<p>A north/south bicycle/pedestrian connection will be provided through the Cabela site (location to be determined).</p>	<p>Attached sidewalks will be provided on the south side of 32nd Avenue of through the I-70/32nd Avenue interchange.</p> <p>Improvements to the I-70/32nd Avenue interchange will require replacement of the pedestrian bridge at 26th Avenue with an ADA-compliant bicycle/pedestrian bridge.</p> <p>A north/south bicycle/pedestrian connection will be provided through the Cabela site (location to be determined) and across SH 58 with the proposed new interchange.</p>	<p>Attached sidewalks will be provided on the south side of 32nd Avenue through the I-70/32nd Avenue interchange.</p> <p>Improvements to the I-70/32nd Avenue interchange will require replacement of the pedestrian bridge at 26th Avenue with an ADA-compliant bicycle/pedestrian bridge.</p> <p>A north/south bicycle/pedestrian connection will be provided through the Cabela site (location to be determined).</p>

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Parks and Recreation				
<p>Acres of public parks or linear feet of recreation trails impacted</p> <p>Section 4(f) of the US Department of Transportation Act of 1966 mandates that the Secretary of Transportation shall not approve any transportation project requiring the use of publicly owned parks, recreations areas, wildlife and waterfowl refuge, or significant historic sites, regardless of ownership, unless there is not prudent and feasible alternative to using that land or the project includes all possible planning to minimize harm. In order to be protected under Section 4(f), public parks and recreation facilities must be considered "significant," as determined by the federal, state, or local officials having jurisdiction over them.</p>	<p>Cabela Drive will cross the Jefferson County Open Space Clear Creek Trail with a grade separated crossing south of Clear Creek.</p>	<p>The realignment of Cabela Drive with McIntyre Street would require the relocation and reconstruction of approximately 425 feet of the Jefferson County Open Space Clear Creek Trail. Cabela Drive will cross the Jefferson County Open Space Clear Creek Trail with a grade separated crossing north of Clear Creek near McIntyre Street.</p> <p>Access to the Jefferson County Open Space Clear Creek Trail parking lot near McIntyre Street would be modified.</p> <p>Improvements along 32nd Avenue would require the relocation and reconstruction of approximately 2,600 feet of the W. 32nd Avenue trail.</p>	<p>The proposed new interchange on SH 58 would require the relocation and reconstruction of approximately 3,000 feet of the Jefferson County Open Space Clear Creek Trail.</p> <p>Improvements along 32nd Avenue would require the relocation and reconstruction of approximately 1,100 feet of the W. 32nd Avenue trail.</p> <p>Improvements to the 27th Avenue/Youngfield Street intersection would impact approximately 0.001 acre of the Chester Portsmouth Park.</p>	<p>The realignment of Cabela Drive with McIntyre Street would require the relocation and reconstruction of approximately 425 feet of the Jefferson County Open Space Clear Creek Trail. Cabela Drive will cross the Jefferson County Open Space Clear Creek Trail with a grade separated crossing north of Clear Creek near McIntyre Street.</p> <p>Access to the Jefferson County Open Space Clear Creek Trail parking lot near McIntyre Street would be modified.</p> <p>Improvements along 32nd Avenue would require the relocation and reconstruction of approximately 2,300 feet of the W. 32nd Avenue trail.</p> <p>Improvements to the 27th Avenue/Youngfield Street intersection would impact approximately 0.001 acre of the Chester Portsmouth Park.</p>
Visual/Aesthetics				
<p>Preservation of Front Range Mountain Backdrop/Foreground</p>	<p>None.</p>	<p>Improvements are not located within a Front Range Mountain Backdrop/Foreground Preservation Area.</p>	<p>The consequences for Alternative Package 2 are the same as Alternative Package 1.</p>	<p>The consequences for Alternative Package 3 are the same as Alternative Package 1.</p>
<p>Maintenance of community character and aesthetics</p>	<p>The middleground view will consist of the retail development, including the Cabela store.</p>	<p>The location of Cabela Drive north of Clear Creek would increase noise and light disturbance for bicycles and pedestrians using the Jefferson County Open Space Clear Creek trail between approximately Eldridge Street and McIntyre Street.</p> <p>Views were assessed from a south to north perspective across the study area from the edge of the residential area along 32nd Avenue. Foreground views, which are immediately visible and define the local character of an area, will include a water storage pond, Cabela Drive extending from 32nd Avenue, and the westbound hook ramps. The middleground view will consist of the retail development, including the Cabela store. The background view will include Cabela drive and the realignment of the existing SH 58 frontage road intersection with McIntyre Street.</p>	<p>The location of the proposed new interchange on SH 58 would increase noise and light disturbance for bicycles and pedestrians using the Jefferson County Open Space Clear Creek trail in the vicinity of Eldridge Street.</p> <p>Views were assessed from a south to north perspective across the study area from the edge of the residential area along 32nd Avenue. Foreground views, which are immediately visible and define the local character of an area, will include a water storage pond, Cabela Drive extending from 32nd Avenue, retail development north of the existing La Quinta hotel. The middleground view will consist of the retail development, including the Cabela store. The background view will include Cabela drive and the proposed new interchange along existing SH 58.</p>	<p>The consequences for Alternative Package 3 are the same as Alternative Package 1.</p>

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Hazardous Materials				
<p>Number of contaminated sites acquired</p> <p>Recognized environmental conditions, as defined by ASTM, include sites with <i>“the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property”</i>. The term “site with potential environmental condition” has been used to identify properties in the project area where recognized environmental conditions could exist but could not be confirmed without additional inspection or investigation.</p>	<p>None.</p>	<p>Petroleum and perchloroethylene (PCE) contaminated groundwater is expected in the vicinity of the I-70/32nd Avenue interchange, and volatile organic compound (VOC) contaminated groundwater is expected southeast of the SH 58/McIntyre interchange.</p> <p>Improvements along 32nd in the vicinity of the I-70/32nd Avenue interchange would require the full acquisition of the former Diamond Shamrock (Walgreens) at 12700 W. 32nd Avenue (site with recognized environmental conditions), former Silver State Cleaners at 3295 Youngfield (site with recognized environmental conditions), Colorado Lace Cleaners at 12757 W. 32nd Avenue (site with potential environmental conditions), Youngfield Texaco at 3500 Youngfield Street (site with recognized environmental conditions), BP Amoco at 3190 Youngfield Street (site with potential environmental conditions), and partial acquisition of the Conoco Breakplace at 12581 W. 32nd Avenue (site with potential environmental conditions).</p> <p>Cabela Drive would include acquisition of portions of the Coors property, including the location of the Mobile Premix at 3900 McIntyre Street (site with potential environmental conditions).</p>	<p>Petroleum and perchloroethylene (PCE) contaminated groundwater is expected in the vicinity of the I-70/32nd Avenue interchange, and volatile organic compound (VOC) contaminated groundwater is expected southeast of the SH 58/McIntyre interchange.</p> <p>Improvements along 32nd in the vicinity of the I-70/32nd Avenue interchange would require the partial acquisition of the former Diamond Shamrock (Walgreens) at 12700 W. 32nd Avenue (site with recognized environmental conditions) and the Conoco Breakplace at 12581 W. 32nd Avenue (site with potential environmental conditions) and the full acquisition of the Colorado Lace Cleaners at 12757 W. 32nd Avenue (site with potential environmental conditions), Youngfield Texaco at 3500 Youngfield Street (site with recognized environmental conditions), and BP Amoco at 3190 Youngfield Street (site with potential environmental conditions).</p> <p>Cabela Drive would include acquisition of portions of the Coors property, including the location of the Mobile Premix at 3900 McIntyre Street (site with potential environmental conditions).</p> <p>The proposed new interchange at SH 58 would require partial acquisition of the Asphalt Paving Co. at 14802 W. 44th Avenue (site with potential environmental conditions) and the currently vacant (former Cumberland Companies/Absolute Control Systems) building at 14452 W. 44th Avenue (site with recognized environmental conditions).</p>	<p>Petroleum and perchloroethylene (PCE) contaminated groundwater is expected in the vicinity of the I-70/32nd Avenue interchange, and volatile organic compound (VOC) contaminated groundwater is expected southeast of the SH 58/McIntyre interchange.</p> <p>Improvements along 32nd in the vicinity of the I-70/32nd Avenue interchange would require the partial acquisition of the former Diamond Shamrock (Walgreens) at 12700 W. 32nd Avenue (site with recognized environmental conditions) and the Conoco Breakplace at 12581 W. 32nd Avenue (site with potential environmental conditions) and the full acquisition of the Colorado Lace Cleaners at 12757 W. 32nd Avenue (site with potential environmental conditions), Youngfield Texaco at 3500 Youngfield Street (site with recognized environmental conditions), and BP Amoco at 3190 Youngfield Street (site with potential environmental conditions).</p> <p>Cabela Drive would include acquisition of portions of the Coors property, including the location of the Mobile Premix at 3900 McIntyre Street (site with potential environmental conditions).</p>

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Water Resources				
Ability to incorporate appropriate storm water discharge systems	None. Stormwater discharge to Clear Creek will continue without best management practices (BMPs). Stormwater BMPs will be installed as part of the planned improvements for the I-70/SH 58 interchange and as part of the local agency projects.	Stormwater collection and management will be required in accordance with CDOT, City of Wheat Ridge, City of Lakewood, and Jefferson County MS4 permit requirements. This will result in a decrease in the current loading of sediment that passes off the roadways and into drainage ways including Clear Creek. Quality of stormwater discharge to Clear Creek will be improved. Proposed BMPs should not preclude the BMPs to be installed as part of the I-70/SH 58 improvements.	The consequences for Alternative Package 2 are the same as Alternative Package 1.	The consequences for Alternative Package 3 are the same as Alternative Package 1.
Minimization of impacts to floodplains The Federal Emergency Management Agency (FEMA) requires revision of the Flood Insurance Rate Map (FIRM) for any construction or development within the floodplain that results in an increase in regulatory base flood elevations or in an increase in floodplain boundaries. When this is anticipated by a proposed project, a Conditional Letter of Map Revision (CLOMR) must be obtained from FEMA before construction is initiated. After the project is completed, a Letter of Map Revision (LOMR) must be obtained from FEMA to finish the revision of the FIRM. A LOMR is also required when there is a decrease in base flood elevations or floodplain boundaries.	This alternative requires one new bridges crossing Clear Creek, each of which will have impacts on the floodplain. Fill will probably be placed within the flood fringe areas of Clear Creek, and each bridge will probably require a bridge deck drainage system.	This alternative requires one new bridges crossing Clear Creek, each of which will have impacts on the floodplain. Fill will probably be placed within the flood fringe areas of Clear Creek, and each bridge will probably require a bridge deck drainage system.	None.	The consequences for Alternative Package 3 are the same as Alternative Package 1.
Wetlands				
Acres of jurisdictional wetlands impacted	0.01 acres of jurisdictional wetlands impacted along Cabela Drive east of the Eldridge Street railroad crossing.	0.03 acres of jurisdictional wetlands impacted along the SH 58 frontage road (proposed Cabela Drive) with the realigned McIntyre intersection.	None.	The consequences for Alternative Package 3 are the same as Alternative Package 1.
Acres of non-jurisdictional wetlands impacted	None.	0.66 acres of non-jurisdictional wetlands impacted along Cabela Drive with the realigned McIntyre intersection.	1.05 acres of non-jurisdictional wetlands impacted from the new interchange on SH 58.	The consequences for Alternative Package 3 are the same as Alternative Package 1.

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Vegetation and Wildlife				
Acres of threatened and endangered species habitat impacted	None.	0.003 acres of Ute Ladies'-tresses Orchid (<i>Spiranthes diluvalis</i>) and Colorado Butterfly Plant (<i>Gaura neomexicana</i> spp. <i>coloradensis</i>) potential habitat impacted.	None.	The consequences for Alternative Package 3 are the same as Alternative Package 1.
Ability to maintain wildlife corridors	Even in the midst of heavy urbanization, Clear Creek provides habitat shelter, nesting, forage, denning, and breeding for many species of wildlife. The major wildlife impacts, in the form of habitat alteration, will be temporary construction impacts during construction of a single bridge for Cabela Drive over Clear Creek.	Even in the midst of heavy urbanization, Clear Creek provides habitat shelter, nesting, forage, denning, and breeding for many species of wildlife. The major wildlife impacts, in the form of habitat alteration, will be temporary construction impacts during construction of one bridge for Cabela Drive over Clear Creek near McIntyre Street. The location of Cabela Drive north of Clear Creek will increase noise and light disturbance for wildlife using the creek as a travel corridor.	None.	The consequences for Alternative Package 3 are the same as Alternative Package 1.
Utilities				
Minimization of impacts to existing utilities	Modifications of existing utilities in-place.	Realignment of Youngfield Street due to construction of the single point urban interchange will likely require relocation of existing utilities to the new alignment. Existing business and residential services will need to be replaced.	Modifications of existing utilities in-place.	The consequences for Alternative Package 3 are the same as Alternative Package 1.
Construction Impacts				
Maintenance of auto and bicycle/pedestrian access to residences and businesses	Construction impacts from planned projects at the I-70/SH 58 interchange and the McIntyre Street and 44 th Avenue intersection, including access to the Table Mountain Animal Shelter.	Youngfield realignment can be phased to minimize disruption to traffic along Youngfield. Maintaining business and residential access during construction will be a concern. Construction of the interchange will require reconstruction of the I-70 bridge over 32 nd Avenue, thereby affecting I-70 and 32 nd Avenue traffic. Construction of Cabela Drive should have limited impacts to traffic.	Widening of 32 nd Avenue in and around the I-70 interchange will cause traffic delays to 32 nd Avenue. Construction of the eastbound hook ramps will likely affect traffic on Youngfield, I-70 and 27 th Avenue. Construction of the westbound hook ramp could affect I-70 traffic. SH 58 interchange construction could affect SH 58 and 40 th Avenue traffic.	Widening of 32 nd Avenue in and around the interchange will cause traffic delays to 32 nd Avenue. Construction of the eastbound hook ramps will likely affect traffic on Youngfield Street, I-70 and 27 th Avenue. Construction of the westbound hook ramp could affect I-70 traffic. Construction of Cabela Drive should have limited impacts to traffic.
Compatibility with planned transportation projects	Planned improvements are limited to off-system construction associated with development and should not conflict with planned on-system construction. Coordination between contractors will be critical relative to construction material hauling and access. Construction of the 40 th Avenue underpass and Youngfield widening, if done concurrently with I-70/SH 58 improvements, will require close coordination due to mainline I-70 detour needs of the two projects.	Planned improvements are generally compatible but are uniquely linked to schedules. Completion of auxiliary lanes along I-70 between SH 58 and the new 32 nd interchange will require close coordination. Detour routing and closures of lanes or full roadways to facilitate construction will require coordination.	Planned improvements are generally compatible but are uniquely linked to schedules. Completion of auxiliary lanes between the I-70/SH 58 interchange and the new 32 nd Avenue and SH 58 interchanges will require close coordination. Detour routing and closures of lanes or full roadways to facilitate construction will require coordination.	The consequences for Alternative Package 3 are the same as Alternative Package 1.

Appendix C - Proposed Action Screening Matrix (continued)

Screening Measure	No-Action Alternative	Alternative Package 1 (Single point urban interchange at I-70/32 nd Avenue interchange and a realigned SH 58 frontage road intersection with McIntyre Street)	Alternative Package 2 (Offset hook ramps at I-70/32 nd Avenue interchange and a new interchange on SH 58 with Cabela Drive) (Proposed Action in the EA)	Alternative Package 3 (Offset hook ramps at I-70/32 nd Avenue interchange and a realigned SH 58 frontage road intersection with McIntyre Street)
Public Acceptance				
Comments received from the public	<p>The Cabela store should not open before completion of the traffic improvements.</p> <p>General support for the 40th underpass underneath I-70.</p> <p>Local agency projects not the only improvements built prior to the Cabela store opening.</p> <p>Need I-70/SH 58 movements completed as soon as possible.</p>	<p>General dislike of single point urban interchanges and the impact to local businesses.</p> <p>Improvements should minimize traffic impacts on 32nd Avenue and Youngfield Street.</p> <p>Bicycle/pedestrian safety and mobility should be addressed in the improvements. Safety along 32nd Avenue in the vicinity of the schools is a concern and is addressed in all alternatives..</p>	<p>Neighborhoods along 27th Avenue dislike the westbound I-70 hook ramps aligning with 27th Avenue.</p> <p>General support for a new interchange on SH 58, although adjacent neighborhood dislikes connection to 44th Avenue. Fire Chief likes the 44th Avenue connect for emergency access to the proposed development.</p> <p>Improvements should minimize traffic impacts on 32nd Avenue and Youngfield Street.</p> <p>Bicycle/pedestrian safety and mobility should be addressed in the improvements. Safety along 32nd Avenue in the vicinity of the schools is a concern.</p>	<p>Neighborhoods along 27th Avenue dislike the westbound I-70 hook ramps aligning with 27th Avenue.</p> <p>Improvements should minimize traffic impacts on 32nd Avenue and Youngfield Street.</p> <p>Bicycle/pedestrian safety and mobility should be addressed in the improvements. Safety along 32nd Avenue in the vicinity of the schools is a concern.</p>
OPINION OF PROBABLE COST				
Approximate Total Cost	\$12,790,000	\$66,834,000	\$43,535,000	\$40,005,000