

## 8.0 MITIGATION

---

**Exhibit 8-1** summarizes the impacts and associated mitigation measures identified by CDOT and FHWA to eliminate or minimize the social and environmental impacts for Phase 1 of the Preferred Alternative. The impacts associated with Phase 1 of the Preferred Alternative have also been summarized in **Exhibit 3-2**. Mitigation measures related to subsequent project phases have been omitted from this table. As such, the mitigation commitment numbers included in **Exhibit 8-1** are non-sequential. The omitted mitigation may be found in *Chapter 11 – Summary of Mitigation Measures* of the FEIS.

Where appropriate, monitoring has been identified for specific resources to ensure implementation, meet permitting requirements, and/or help identify trends and possible means for improvement. As described in this section, monitoring has been identified for water quality (per CDOT region and statewide program/permit requirements), wetlands (per Section 404 permit requirements), noxious weeds (during construction and re-vegetation), hazardous materials (during construction), and a number of construction activities (as listed below). Monitoring and permitting are also discussed in **Section 7 – Federal, State, and Local Permits and Approvals** of this document.

CDOT and FHWA will ensure the mitigation commitments outlined herein will be implemented as part of the project design, construction, and post-construction monitoring. These commitments will be incorporated, as appropriate, into the construction plans and specifications for this project. CDOT and FHWA will ensure that these commitments are implemented through review of the project construction plans and specifications, as well as periodic inspections during construction. Inspections during construction will involve both a review of project construction documentation and observation of construction activities. CDOT and FHWA will monitor mitigation implementation through a combination of field reviews, pre-construction and post-construction inspections, and post-construction monitoring, as appropriate. If mitigation is not successful or mitigation commitments are not met, CDOT will rectify the mitigation as needed. All practicable mitigation measures have been adopted to avoid or minimize environmental harm from the selected alternative.

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1  
I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
5	Air Quality	Construction impacts from excavation, grading, and fill work could temporarily increase local <b>fugitive dust and exhaust emissions</b> .	Prior to construction, the Colorado Department of Transportation (CDOT) will coordinate with the Colorado Department of Public Health and Environment (CDPHE) to develop a particulate matter of 10 microns in diameter (PM <sub>10</sub> ) Construction Air Quality Control Plan to reduce fugitive dust and vehicle exhaust emissions during construction. The PM <sub>10</sub> Construction Air Quality Control will include construction Best Management Practices (BMPs) that have been demonstrated to be effective during past construction projects to reduce fugitive dust and vehicle exhaust emissions. Contractors will be required to reduce fugitive dust emissions during construction by implementing BMPs, such as spraying or covering exposed soils, covering trucks when transporting material, minimizing mud tracking by vehicles, controlling vehicle speeds on construction access roads, and stabilizing construction entrances per CDOT M-208-1 requirements.	CDOT Construction Engineering/CDOT Environmental	Throughout Construction	<i>Final Environmental Impact Statement and Section 4(f) Evaluation for I-25 Improvements Through Pueblo</i> (CDOT and FHWA, 2013) (FEIS) page 3.10-4
6	Air Quality	Construction impacts from excavation, grading, and fill work could temporarily increase local <b>fugitive dust and exhaust emissions</b> .	All work performed on the project will be in accordance with appropriate CDOT Standard Specifications for Roadway and Bridge Construction.	CDOT Design Engineering and Construction Engineering	During Final Design and Throughout Construction	FEIS page 3.10-4
7	Air Quality	Construction impacts from excavation, grading, and fill work could temporarily increase local <b>fugitive dust and exhaust emissions</b> .	The following specific construction mitigation measures to reduce impacts will be used where appropriate: - Require construction vehicle engines to be properly tuned and maintained.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.10-4
8	Air Quality	Construction impacts from excavation, grading, and fill work could temporarily increase local <b>fugitive dust and exhaust emissions</b> .	The following specific construction mitigation measures to reduce impacts will be used where appropriate: - Use water or wetting agents to control dust.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.10-4
9	Air Quality	Construction impacts from excavation, grading, and fill work could temporarily increase local <b>fugitive dust and exhaust emissions</b> .	The following specific construction mitigation measures to reduce impacts will be used where appropriate: - Have a wheel wash station and/or crushed stone apron at egress/ingress areas to prevent dirt being tracks onto public streets.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.10-4

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
10	Air Quality	Construction impacts from excavation, grading, and fill work could temporarily increase local <b>fugitive dust and exhaust emissions</b> .	The following specific construction mitigation measures to reduce impacts will be used where appropriate: - Use vacuum-powered street sweepers to remove dirt tracked onto streets.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.10-4
11	Air Quality	Construction impacts from excavation, grading, and fill work could temporarily increase local <b>fugitive dust and exhaust emissions</b> .	The following specific construction mitigation measures to reduce impacts will be used where appropriate: - Use a binding agent for long-term excavated materials.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.10-4
12	Air Quality	Construction impacts from excavation, grading, and fill work could temporarily increase local <b>fugitive dust and exhaust emissions</b> .	The following specific construction mitigation measures to reduce impacts will be used where appropriate: - Schedule work outside of normal hours for sensitive receptors; this should be necessary only in extreme circumstances, such as construction immediately adjacent to a health care facility, church, outdoor playground, or school.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.10-4
216	Air Quality	Construction impacts from excavation, grading, and fill work could temporarily increase local <b>fugitive dust and exhaust emissions</b> .	CDOT will obtain an Air Pollutant Emission Notice and Construction Permit for demolition and emissions from units used in construction such as asphalt plants, concrete plants, or rock crushing.	CDOT Construction Engineering	Throughout Construction	ROD page 7-4
18	Energy	Construction of the 36.07 total lane miles in the North Area (Phase 1) requires 863,400 million British thermal unit (Btu[s]) of <b>energy consumption</b> .	To the extent practicable, CDOT will implement sustainability practices into the project planning, construction, and maintenance to minimize impacts and reduce energy use.	CDOT Design Engineering and Construction Engineering	During Final Design and Throughout Construction and Post-Construction	FEIS page 3.17-4
20	Fish and Wildlife	Direct loss of 5.04 acres of <b>wildlife habitat</b> in the North Area (Phase 1) along the west side of Fountain Creek and due to the 8th Street Bridge.	Habitat replacement, restoration, or enhancement will be conducted to mitigate for impacts that could not be avoided, including impacts to the wetland and riparian areas along Fountain Creek and adjacent to the Arkansas River. Examples of habitat restoration and enhancement include planting of native species beneficial to wildlife and removal and management of noxious weeds.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.12-9

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
22	Fish and Wildlife	Direct loss of 5.04 acres of <b>wildlife habitat</b> in the North Area (Phase 1), along the west side of Fountain Creek and due to the 8th Street Bridge.	CDOT may be required to obtain a Senate Bill (SB) 40 permit from the Colorado Parks and Wildlife (CPW). Following final design, an application for Senate Bill (SB) 40 Wildlife Certification may be required if the project does not fall within CDOT's Programmatic Agreement with the CPW, including detailed plans and specifications. Plans will be reviewed by the CPW to make sure that they are technically adequate to protect and preserve fish and wildlife species and provide recommendations or alternative plans if the project would adversely affect a riparian area along the Arkansas River or Fountain Creek.	CDOT Construction Engineering/CPW	During Final Design	FEIS page 3.12-10
24	Fish and Wildlife	Loss of low-quality nesting habitat for <b>migratory birds</b> .	CDOT Specification 240 will be followed to avoid impacts to migratory birds and limit construction to avoid active nests during nesting season (April 1 through August 31).	CDOT Environmental	Nesting Season	FEIS page 3.12-9
25	Fish and Wildlife	Loss of low-quality nesting habitat for <b>migratory birds</b> .	If construction is planned during raptor nesting season (generally February 1 through July 31), nest surveys will be conducted by a qualified biologist prior to construction to determine the absence or presence of nesting migratory birds. Any unoccupied nests will be removed by CDOT in advance of construction. If an active nest is located within the limits of construction, construction will be suspended and the United States Fish and Wildlife Service (USFWS) and CPW will be contacted to develop a plan of action. Raptor nest surveys will be conducted during the appropriate nesting season to evaluate the presence of active raptor nests. Seasonal buffer zones or monitoring may be established around active nests during construction to avoid disturbance while nesting, if deemed necessary.	CDOT Environmental/USFWS	Nesting Season	FEIS page 3.12-9

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
26	Fish and Wildlife	Loss of low-quality nesting habitat for <b>migratory birds</b> .	Prior to the removal of trees, shrubs, and grasses, a bird nesting survey will be conducted. If an active nest is found, construction activities with the potential to impact the success of the nest will not be allowed until the young have fledged or until the nest becomes inactive. Individual trees important for raptor perching that are to be removed in the right-of-way (ROW) will be replaced at a 1:1 ratio or as specified by state and federal wildlife agencies to ensure raptor perch trees are replaced for future use. New trees may be planted near areas that naturally receive adequate water, such as near drainage areas or wetlands, or as determined by CDOT to ensure survival (if irrigation is available, that would be sufficient as well). Artificial perches may be temporarily erected where important large perch trees are removed to provide perches until newly planted trees have matured.	CDOT Environmental	Nesting Season	FEIS pages 3.12-9 and 3.12-10
29	Water Quality	Construction activities could affect <b>wildlife</b> by removing vegetation and wildlife habitats.	BMPs will be adopted to minimize <b>construction impacts on wildlife and habitat</b> resources within the study area. Management techniques include limiting sedimentation and erosion into area receiving waters, including open water areas, wetlands, and adjacent riparian areas; stabilizing disturbed areas by quickly revegetating stripped areas with approved erosion control seed mixes; and clearly marking construction boundaries to prevent equipment or other intrusion into habitat located outside the construction zone.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.12-9
30	Water Quality	Construction activities could affect <b>wildlife</b> by removing vegetation and wildlife habitats.	A concrete truck washout area will be constructed at the project site with the following specifications: - Suitable locations will be set aside for the washout area. - A pit with sufficient capacity to hold all anticipated wastewaters will be constructed at least 50 feet away from any state waters; the bottom of the pit will be at least 5 feet higher than groundwater. - The area will be signed as a concrete wash water clean-out area, and the access road leading to a paved road or highway will have a stabilized construction entrance in accordance with appropriate CDOT specifications.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.12-10

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
31	Water Quality	Construction activities could affect <b>wildlife</b> by removing vegetation and wildlife habitats.	No fertilizer, hydrofertilizer, or hydromulching will be allowed adjacent to any stream or wetland.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.12-10
32	Fish and Wildlife	Construction activities could affect <b>wildlife</b> by removing vegetation and wildlife habitats.	Updated wildlife surveys will be completed prior to construction, including surveys of prairie dogs and burrowing owls. CDOT will coordinate with the CPW prior to construction the results of the wildlife surveys and will seek input on impact avoidance and mitigation plans.	CDOT Design Engineering/ CDOT Environmental	During Final Design	FEIS page 3.12-10
33	Fish and Wildlife	Construction activities could affect <b>wildlife</b> by removing vegetation and wildlife habitats.	To avoid injury or mortality to bat species, CDOT will survey for bats prior to repairing or replacing bridges, and if found, efforts will be made to remove them humanely. CDOT commits to contacting the CPW wildlife biologist if active raptor nests or bat roosts are encountered.	CDOT Construction Engineering/ CDOT Environmental	Throughout Construction	FEIS page 3.12-10
34	Floodplains	Inundates 3.35 acres near the US 50B Bridge during a 100-year flood event, in an area not currently within the 100-year <b>floodplain</b> boundaries. Dillon Drive extension results in two longitudinal encroachments of the floodplain. Increases the base flood elevation (BFE) and floodplain width upstream of the new Dillon Drive embankment; increase channel velocity below the embankment. Reconstructed US 50B Bridge would have a greater conveyance capacity, resulting in a decrease in BFE near the bridge. Scouring and erosion may result at the US 50B Bridge.	Further floodplain analysis will be required during final design, both as a result of project design refinement and model revisions by the Federal Emergency Management Agency (FEMA). Depending on the results of the floodplain analyses using the revised modeling and the final design configuration of I-25, CDOT will likely need to apply for Flood Insurance Rate Map (FIRM) revisions through FEMA. If there are modeled or forecasted impacts to floodplains causing a projected rise greater than 1 foot in BFE or expected encroachments, a Conditional Letter of Map Revision (CLOMR) application will need to be submitted and approved prior to construction. The CLOMR is FEMA's comment on a proposed project that would impact a floodplain. If no significant impacts to the floodplains or floodway encroachments are expected, FEMA may allow the project to proceed without a CLOMR. In either case, a Letter of Map Revision (LOMR) application will be required if there is any substantial encroachment on the floodplain. The LOMR is FEMA's modification to an effective FIRM. It would be prepared using as-built data from improvements and would detail the effects of the improvements upon the floodplain(s). A CLOMR or LOMR may be required if there is encroachment on the Fountain Creek or Arkansas River floodplains.	CDOT Design Engineering/FEMA	Final Design	FEIS page 3.14-9



# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
35	Floodplains	Inundates 3.35 acres near the US 50B Bridge during a 100-year flood event, in an area not currently within the 100-year <b>floodplain</b> boundaries. Dillon Drive extension results in two longitudinal encroachments of the floodplain. Increases the BFE and floodplain width upstream of the new Dillon Drive embankment; increase channel velocity below the embankment. Reconstructed US 50B Bridge would have a greater conveyance capacity, resulting in a decrease in BFE near the US 50B Bridge. Scouring and erosion may result at the US 50B Bridge.	The small additional area in the North Area (Phase 1) within the <b>Fountain Creek Floodplain</b> that is currently shown to be inundated during the 100-year flood event (see <i>Exhibit 3.14-2 in Chapter 3 – Affected Environment and Environmental Consequences, Section 3.14 – Floodplain Impacts</i> of the FEIS) will be managed to reduce impacts. Approximately 0.2 acre of private property may be acquired by CDOT, and the estimated 3.2 acres of the City property will be managed in perpetuity as part of the Fountain Creek recreation area. The City has agreed in its March 2010 Memorandum of Understanding (MOU) with CDOT that no structures will be permitted in this area (see <i>Appendix F – Memorandum of Understanding Between the City of Pueblo and Colorado Department of Transportation</i> of the FEIS).	CDOT Design Engineering	Final Design	FEIS page 3.14-9
36	Floodplains	Inundates 3.35 acres near the US 50B Bridge during a 100-year flood event, in an area not currently within the 100-year <b>floodplain</b> boundaries. Dillon Drive extension results in two longitudinal encroachments of the floodplain. Increases the BFE and floodplain width upstream of the new Dillon Drive embankment; increase channel velocity below the embankment. Reconstructed US 50B Bridge would have a greater conveyance capacity, resulting in a decrease in BFE near the US 50B Bridge. Scouring and erosion may result at the US 50B Bridge.	In the North Area (Phase 1), streambed and bank stabilization measures will be included in the final project for the area surrounding the US 50B Bridge that is currently shown to be subjected to increased flow velocity as a result of the proposed development under either Build Alternative. Examples of such mitigation include channel bed stabilization with rip rap or construction of grade control structures, rip rap lining or slope paving of banks, and guide banks to reduce velocity near fill slopes. This work may require that CDOT obtain a Section 404 permit from the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act prior to construction. Specific mitigation measures will be developed during design when expected flow conditions are more accurately defined (that is, after the completion of the USACE Fountain Creek Watershed Study).	CDOT Design Engineering/USACE	Final Design	FEIS page 3.14-9
40	Hazardous Materials	Impacts two recognized environmental conditions ( <b>RECs</b> ) in the North Area (Phase 1): River Street property and Rampart Supply.	A site-specific Phase I Environmental Site Assessment or Initial Site Assessment (ISA) will be conducted prior to construction or acquisition of any site. The nature and extent of any soil or groundwater contamination will be assessed to determine whether remediation will be required or modifications to project design can be made.	CDOT Design Engineering/ CDOT Environmental	Final Design	FEIS page 3.11-8

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
41	Hazardous Materials	Impacts two <b>RECs</b> in the North Area (Phase 1): River Street property and Rampart Supply.	A Phase II ISA may be performed on sites identified as RECs or areas of potential environmental concern. Contaminated material will be dealt with in accordance with environmental regulations. Prior to construction activities, a Health and Safety Plan will be developed in accordance with appropriate CDOT specifications.	CDOT Design Engineering/ CDOT Environmental	Final Design	FEIS page 3.11-8
42	Hazardous Materials	Impacts two <b>RECs</b> in the North Area (Phase 1): River Street property and Rampart Supply.	For areas with known soil and groundwater contamination, a Materials Management Plan, which includes procedures for handling asbestos-containing material (ACM), and a Health and Safety Plan will be developed in accordance with appropriate CDOT specifications.	CDOT Design Engineering	Final Design	FEIS page 3.11-8
43	Hazardous Materials	Impacts two <b>RECs</b> in the North Area (Phase 1): River Street property and Rampart Supply.	The level of remediation will be determined in accordance with applicable federal and state laws and based on the final project alignment, ROW requirements, and the degree of subsurface disturbance during construction.	CDOT Design Engineering	Final Design	FEIS page 3.11-8
44	Hazardous Materials	Impacts two <b>RECs</b> in the North Area (Phase 1): River Street property and Rampart Supply.	Engineering controls will be considered to minimize potential disposal costs and to avoid contamination. If dewatering is necessary, groundwater will be managed in accordance with appropriate CDOT specifications and permitted by the CDPHE Water Quality Control Division.	CDOT Construction Engineering/CHPHE	Throughout Construction	FEIS page 3.11-8
52	Hazardous Materials	Impacts four <b>sites of potential environmental concern</b> in the North Area (Phase 1): Stoehr Cleaners, Silo Building 4392, Cliff Brice Petroleum Warehouse/Bulk Plant, and the Industrial facility south of Dillon Drive.	A site-specific Phase I Environmental Site Assessment or ISA will be conducted prior to construction or acquisition of any site. The nature and extent of any soil or groundwater contamination will be assessed to determine whether remediation will be required or modifications to project design can be made.	CDOT Design Engineering/ CDOT Environmental	Final Design	FEIS page 3.11-8
53	Hazardous Materials	Impacts four <b>sites of potential environmental concern</b> in the North Area (Phase 1): Stoehr Cleaners, Silo Building 4392, Cliff Brice Petroleum Warehouse/Bulk Plant, and the Industrial facility south of Dillon Drive.	A Phase II ISA may be performed on sites identified as RECs or areas of potential environmental concern. Contaminated material will be dealt with in accordance with environmental regulations. Prior to construction activities, a Health and Safety Plan will be developed in accordance with appropriate CDOT specifications.	CDOT Design Engineering/ CDOT Environmental	Final Design	FEIS page 3.11-8



# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
54	Hazardous Materials	Impacts four <b>sites of potential environmental concern</b> in the North Area (Phase 1): Stoehr Cleaners, Silo Building 4392, Cliff Brice Petroleum Warehouse/Bulk Plant, and the Industrial facility south of Dillon Drive.	For areas with known soil and groundwater contamination, a Materials Management Plan, which includes procedures for handling ACM, and a Health and Safety Plan will be developed in accordance with appropriate CDOT specifications.	CDOT Design Engineering	Final Design	FEIS page 3.11-8
55	Hazardous Materials	Impacts four <b>sites of potential environmental concern</b> in the North Area (Phase 1): Stoehr Cleaners, Silo Building 4392, Cliff Brice Petroleum Warehouse/Bulk Plant, and the Industrial facility south of Dillon Drive.	The level of remediation will be determined in accordance with applicable federal and state laws and based on the final project alignment, ROW requirements, and the degree of subsurface disturbance during construction.	CDOT Design Engineering	Final Design	FEIS page 3.11-8
56	Hazardous Materials	Impacts four <b>sites of potential environmental concern</b> in the North Area (Phase 1): Stoehr Cleaners, Silo Building 4392, Cliff Brice Petroleum Warehouse/Bulk Plant, and the Industrial facility south of Dillon Drive.	Engineering controls will be considered to minimize potential disposal costs and to avoid contamination. If dewatering is necessary, groundwater will be managed in accordance with appropriate CDOT specifications and permitted by the CDPHE Water Quality Control Division.	CDOT Construction Engineering /CDPHE	Throughout Construction	FEIS page 3.11-8
62	Hazardous Materials	As with any construction project that involves excavation there is the potential to <b>unearth buried construction debris</b> . Such unforeseen debris sometimes can include ACM that requires special handling and disposal.	CDOT will evaluate and recommend mediation for any potential ACM, including landfill material, construction debris, utilities, or other materials. Appropriate CDOT specifications will be followed regarding the potential for asbestos-containing construction debris in soil.	CDOT Design Engineering and Construction Engineering	During Final Design and Throughout Construction	FEIS page 3.11-8
64	Hazardous Materials	As with any construction project that involves excavation there is the potential to <b>unearth buried construction debris</b> . Such unforeseen debris sometimes can include ACM that requires special handling and disposal.	Prior to demolition of any structure, the structure will be surveyed for any regulated materials. CDOT will meet all state and federal regulations pertaining to demolition of buildings and other structures. Regulated materials must be removed from any structures prior to demolition and appropriately recycled or disposed.	CDOT Construction Engineering/CDOT Property Management	Throughout Construction	FEIS page 3.11-8
66	Historic Properties	In the North Area (Phase 1), there is the potential to impact 1 "Needs Data" <b>archaeological site</b> .	Coordinate controlled small-scale test excavations to determine National Register of Historic Places eligibility according to the procedures and permitting stipulations developed by the Office of Archaeology and Historic Preservation (OAHP), once CDOT acquires the property (access is currently restricted). The Section 106 Programmatic Agreement includes stipulations for archaeological data recovery excavations and testing. The Programmatic Agreement is included in <b>Appendix E</b> of this document.	CDOT Design Engineering/ CDOT Environmental	Final Design	FEIS page 3.2-19

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
217	Historic Properties	Ground disturbance could result in the unexpected discovery of cultural remains or objects that could have historic significance or be important to <b>Native American Tribes</b> .	If cultural resources are discovered during construction, work will cease in the vicinity of the site and the CDOT Cultural Resources Manager will be contacted to evaluate the significance of the find. The Section 106 Programmatic Agreement includes stipulations for archaeological data recovery excavations and testing. The Programmatic Agreement is included in <b>Appendix E</b> of this document.	CDOT Construction Engineering/CDOT Environmental	Throughout Construction	Programmatic Agreement Among the Federal Highway Administration (FHWA), State Historic Preservation Office (SHPO), and CDOT regarding Compliance with Section 106 of the National Historic Preservation Act Page 5-6
68	Historic Properties	Adverse effects to 24 <b>historic properties</b> (22 of which constitute a Section 4(f) use) in the North Area (Phase 1), including adverse effects to the North Side and Second Ward Historic Districts.	The Programmatic Agreement outlines how FHWA and CDOT will conduct Section 106 consultation for future projects along the corridor and describes mitigation for adverse effects to historic properties.	CDOT Design Engineering/CDOT Environmental	Final Design	FEIS page 3.2-19
70	Historic Properties	Adverse effects to and Section 4(f) use of 24 <b>historic properties</b> (22 of which constitute a Section 4(f) use) in the North Area (Phase 1), including adverse effects to the North Side and Second Ward Historic Districts.	The Programmatic Agreement reflects efforts by FHWA, CDOT, SHPO, and the consulting parties to identify specific categories of mitigation for further consultation and investigation, including resource relocation, interpretive mitigation, and archival documentation. CDOT will also consider partnering opportunities with other groups and agencies to participate in funding and implementation of the mitigation plan, particularly in instances where resource relocation is concerned.	CDOT Design Engineering/CDOT Environmental	Final Design	FEIS page 3.2-19

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1  
I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
74	Noise	Representative receptors R22, R23, R24, R27, R28, R29, R30, R36, and R37 in the North Area (Phase 1) would meet or exceed CDOT's <b>noise</b> abatement criteria.	<p>Benefitted receptors indicated their preference for the noise wall in the survey that CDOT mailed as part of the FEIS public outreach effort. Approximately 7,660 linear feet of <b>noise mitigation structures</b> will be constructed by CDOT to reduce the noise impacts associated with Phase 1.</p> <ul style="list-style-type: none"> <li>- 2,870 linear feet of noise barrier from 24th Street to 29th Street (R37)—recommended pending final construction survey.</li> <li>- 2,998 linear feet of noise barrier from approximately 13th Street to 21st Street, including Mineral Palace Park (R27, R30)—recommended pending final construction survey.</li> <li>- 1,791 linear feet of noise barrier from approximately Beech Street to 3rd Street (R22, R23)—approved for final design and construction.</li> </ul> <p>Additional noise analysis will be performed for approved the Beech Street noise barrier during final design to refine the final mitigation measures and dimensions. As individual construction projects in Phase 1 advance, CDOT will again solicit these benefitted receptors' preferences before beginning construction on the Mineral Palace Park noise barrier and the 24th Street to 29th Street noise barrier.</p> <p>CDOT will work with the Star Nursery on a noise wall design that satisfies noise mitigation requirements and is aesthetically integrated into the neighborhood context. CDOT will work to accommodate the Star Nursery animal display to the extent possible.</p>	CDOT Design Engineering/ CDOT Environmental	Final Design	FEIS page 3.5-11

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
77	Noise	Construction would create <b>temporary noise impacts</b> .	When construction occurs in residential areas or other noise-sensitive areas, such as parks or hospitals, temporary noise impacts from construction will be mitigated by restricting construction to daylight hours when possible and requiring contractors to use well-maintained equipment. CDOT will limit night construction in residential areas, when and where feasible. Upon request, CDOT will provide hotel vouchers for impacted residents during periods of nighttime construction.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.5-11
78	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with <b>noxious weeds</b> , may spread weeds to adjacent land as well as to wetland and riparian habitats nearby, and may introduce new weed species to the project area. Construction activities in the project area will cause a lot of vegetation removal and ground disturbance.	Prior to the start of construction activities, CDOT will conduct a new noxious weed survey to map existing weeds requiring mandatory eradication and management to stop their spreading within the project area and will develop and implement a Noxious Weed Management Plan that incorporates herbicides, mechanical removal, and potential biological controls in accordance with the Colorado Noxious Weed Act to control and prevent weed infestation and spread. During SB 40 Certification, CDOT will provide the Noxious Weed Management Plan to the CPW for review prior to its completion and commits to providing the CPW the opportunity to review the project's seed mix and re-vegetation plan.	CDOT Design Engineering/ CDOT Environmental	During Final Design	FEIS page 3.18-3
79	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with <b>noxious weeds</b> , may spread weeds to adjacent land as well as to wetland and riparian habitats nearby, and may introduce new weed species to the project area. Construction activities in the project area will cause a lot of vegetation removal and ground disturbance.	Measures to be used in all construction areas for the Preferred Alternative to prevent the spread of noxious weeds will include the following: - Noxious weeds observed in and near the construction area at the onset of construction will be treated with herbicides or physically removed to prevent seed distribution into areas disturbed during construction. In sensitive areas, such as wetland and riparian areas, appropriate control measures will be implemented according to the Noxious Weed Management Plan.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.18-3

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
80	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with <b>noxious weeds</b> , may spread weeds to adjacent land as well as to wetland and riparian habitats nearby, and may introduce new weed species to the project area. Construction activities in the project area will cause a lot of vegetation removal and ground disturbance.	Measures to be used in all construction areas for the Preferred Alternative to prevent the spread of noxious weeds will include the following: - In accordance with CDOT <i>Standard Specifications for Roadway and Bridge Construction</i> (207.02) (CDOT, 2011b), Contractor furnished topsoil will be free of subsoil, refuse, stumps, woody roots, rocks, brush, noxious weed seed and reproductive plant parts from current state and county weed lists, heavy clay, hard clods, toxic substances, or other material that would be detrimental to its use on the project.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.18-3
81	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with <b>noxious weeds</b> , may spread weeds to adjacent land as well as to wetland and riparian habitats nearby, and may introduce new weed species to the project area. Construction activities in the project area will cause a lot of vegetation removal and ground disturbance.	Measures to be used in all construction areas for the Preferred Alternative to prevent the spread of noxious weeds will include the following: - Disturbed areas will be reclaimed immediately after the completion of construction and seeded with an appropriate native seed mix. Seed will be certified for purity and weed seed content. In areas that cannot be immediately seeded due to the time of year, mulch and mulch tackifier (to hold the mulch in place) will be used for temporary erosion control until seeding can occur.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.18-3
82	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with <b>noxious weeds</b> , may spread weeds to adjacent land as well as to wetland and riparian habitats nearby, and may introduce new weed species to the project area. Construction activities in the project area will cause a lot of vegetation removal and ground disturbance.	Measures to be used in all construction areas for the Preferred Alternative to prevent the spread of noxious weeds will include the following: - Certified weed-free seed mixes and certified weed-free straw bales for use in stormwater management and erosion control will be specified in the plan sets for construction. Native grasses and forbs will be used on all CDOT ROW for revegetation purposes.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.18-3
83	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with <b>noxious weeds</b> , may spread weeds to adjacent land as well as to wetland and riparian habitats nearby, and may introduce new weed species to the project area. Construction activities in the project area will cause a lot of vegetation removal and ground disturbance.	Measures to be used in all construction areas for the Preferred Alternative to prevent the spread of noxious weeds will include the following: - All construction equipment will be thoroughly washed before being brought into the project area or being moved between construction sites to avoid introducing undesirable plants and noxious weeds. Equipment will remain on designated roadways and will stay out of weed-infested areas until they are treated.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.18-3



# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
84	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with <b>noxious weeds</b> , may spread weeds to adjacent land as well as to wetland and riparian habitats nearby, and may introduce new weed species to the project area. Construction activities in the project area will cause a lot of vegetation removal and ground disturbance.	Measures to be used in all construction areas for the Preferred Alternative to prevent the spread of noxious weeds will include the following: - To the extent possible, weed management efforts will be coordinated with local jurisdictional agencies and adjacent landowners.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.18-3
215	Noxious Weeds	BMPs will be used to control erosion and sedimentation within <b>wetlands or waters of the United States during construction.</b>	Salt cedar and Russian olive within the construction area will be removed.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.7-9
85	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with <b>noxious weeds</b> , may spread weeds to adjacent land as well as to wetland and riparian habitats nearby, and may introduce new weed species to the project area. Construction activities in the project area will cause a lot of vegetation removal and ground disturbance.	After construction, CDOT ROW will be managed through standard CDOT maintenance operations.	CDOT Maintenance and Operations	Post-Construction	FEIS page 3.18-3
86	Paleontology	Neither of the Build Alternatives would impact any known significant <b>paleontological resources.</b>	If any fossils or other <b>paleontological resources</b> are found anywhere in the project area during construction, construction activities will be halted and the CDOT staff paleontologist will be contacted immediately to assess the significance of the find and make further recommendations.	CDOT Construction Engineering/CDOT Environmental	Throughout Construction	FEIS page 3.19-1
87	Parks and Recreation	Without mitigation, the <b>Detention Ponds between 29th Street and 24th Street</b> would experience an increase in noise. No direct impacts would occur.	To alleviate potential noise impacts from I-25, CDOT will place two noise barriers between 29th Street and 24th Street on the west side parallel to I-25, starting at the north end and ending in the south. The barrier will mitigate potential noise from traffic on I-25 after roadway improvements have been made.	CDOT Design Engineering	Final Design	FEIS page 3.3-20
89	Parks and Recreation	Widening of I-25 adjacent to <b>Mineral Palace Park</b> would result in a loss of 50 feet along the entire eastern edge of the park, equal to 1.69 acres (3 percent of the 50.07 acre park) and result in a Section 4(f) use. Widening would also remove the northeast park road to a parking lot, 40 parking spaces, vegetation including: 20 mature trees, 15 to 20 percent of Lake Clara, 40 feet of the Works Progress Administration wall around Lake Clara, and 13 percent of the maintenance yard. An informal path within the park would also be impacted. Without mitigation, the park would experience an increase in noise.	The key components of the Mineral Palace Park Restoration Plan include: - Increase the size of Mineral Palace Park to 52.38 acres. Land will be added adjacent to the park, south to 13th Street, and north to the US 50B loop. Implementation of the mitigation measures for the park have been stipulated in a MOU between the City and CDOT (see <i>Appendix F – Memorandum of Understanding Between the City of Pueblo and Colorado Department of Transportation</i> of the FEIS). The MOU contains commitments from CDOT to	CDOT Design Engineering/CDOT Environmental	Final Design	FEIS pages 3.3-20, 3.3-21, 3.3-22, and 3.3-23

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1  
I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
89 (Cont.)			<p>construct park improvements and lays out the responsibilities of the City to accept ownership and maintenance responsibility for those improvements, once completed.</p> <ul style="list-style-type: none"> <li>- Relocate the swimming pool. The existing swimming pool will be moved out of the existing park. Although the pool is an important community amenity, it is not consistent with the historical uses of the park. CDOT, in conjunction with the City, will coordinate with the public to solicit feedback regarding the design and location of the new pool prior to the final design and implementation of the restoration plan.</li> <li>- Add new parking. The parking that will be lost as a result of the I-25 widening will be replaced with new parking lots that include several physically disabled parking spaces in both the southern and northern parts of the park. - Construct a pedestrian bridge. A pedestrian bridge will be constructed over I-25 to connect Mineral Palace Park to the Fountain Creek Park Land.</li> <li>- Add mitigation structures. Noise mitigation features (such as walls and earthen berms) will be added to reduce noise from I-25.</li> <li>- Add vegetation. Vegetation will be planted along proposed sound walls and berms to soften views into and out of the park. More trees will be planted in the park as a nursery crop to replace the current shade trees that are on the decline because they are well over 100 years old.</li> <li>- Enlarge Lake Clara. Lake Clara will be expanded so that it will function as a healthy lake with adequate space.</li> <li>- Move the maintenance facility. The maintenance facility will be relocated out of the park to add more usable parkland.</li> <li>- Construct a fountain. A fountain will be constructed to look similar to the original fountain that was once present in the park and was removed prior to the development of this project.</li> <li>- Relocate activities. Facilities and activity areas that are not noise sensitive will be moved closer to the highway.</li> <li>- Increase access to the park and within the park. Increased access will be provided by adding additional trail connections and improving the internal roadway and walk systems within the</li> </ul>			

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
89 (Cont.)			<p>park.</p> <ul style="list-style-type: none"> <li>- Construct an amphitheater. An amphitheater will be constructed to help reintroduce concerts and events to the park.</li> <li>- Construct a palace plaza. A plaza will be constructed at the site of the original Mineral Palace to provide a place in the park where historical interpretation of Mineral Palace Park can be displayed.- Improve access for the physically disabled. Physically disabled accessible ramps and parking areas will be constructed, along with appropriate surfaces throughout the park.</li> <li>- Reconnect the boathouse with Lake Clara. Lake Clara will be enlarged so the boathouse will be reconnected to the lake.</li> <li>- Introduce traffic calming features. State-of-the-art traffic-calming techniques will be incorporated, where appropriate, to slow traffic along the perimeter of the park.</li> <li>- Restore the gardens. Some of the gardens around the park will be restored to their historic splendor.</li> </ul>			
90	Parks and Recreation	<p>Extension of Dillon Drive to US 50B, relocation and widening of US 50B to the north, and improved 8th Street connection to the east of I-25 would require the acquisition of 6.26 acres of property from <b>Fountain Creek Park Land</b>. Temporary detours and/or closures of the <b>Fountain Creek Trail</b> would also be required to protect the public when construction is occurring above the trail. These impacts result in the Section 4(f) use of this property.</p> <p>Land acquisition from the <b>Fountain Creek Park Land</b> would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	<p>The existing US 50B alignment will be removed and the land within the floodplain will be turned over to the City of Pueblo to be part of the Fountain Creek Park Land. A total of 3.3 acres will be deeded to the City for recreational purposes, and this land is contiguous with the existing Fountain Creek Park Land.</p>	CDOT Right-of-Way	Post-Construction	FEIS page 3.3-23
91	Parks and Recreation	<p>Extension of Dillon Drive to US 50B, relocation and widening of US 50B to the north, and improved 8th Street connection to the east of I-25 would require the acquisition of 6.26 acres of property from <b>Fountain Creek Park Land</b>. Temporary detours and/or closures of the <b>Fountain Creek Trail</b> would also be required to protect the public when construction is occurring above the trail. These impacts result in the Section 4(f) use of this property.</p> <p>Land acquisition from the <b>Fountain Creek Park Land</b> would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	<p>A detour for users of the Fountain Creek Trail will be provided during construction. The specific detour route will be determined during final design. Public notice of any closures and detour routes will be conducted prior to any closures, and signage and other instructions will be posted and maintained.</p>	CDOT Construction Engineering	Throughout Construction	FEIS page 3.3-23

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
92	Parks and Recreation	<p>Extension of Dillon Drive to US 50B, relocation and widening of US 50B to the north, and improved 8th Street connection to the east of I-25 would require the acquisition of 6.26 acres of property from <b>Fountain Creek Park Land</b>. Temporary detours and/or closures of the <b>Fountain Creek Trail</b> would also be required to protect the public when construction is occurring above the trail. These impacts result in the Section 4(f) use of this property.</p> <p>Land acquisition from the <b>Fountain Creek Park Land</b> would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	Stormwater detention ponds will be built within the existing floodplain to capture stormwater runoff from the roadways to reduce impacts on vegetation and wildlife in the Fountain Creek Park Land.	CDOT Design Engineering	Final Design	FEIS page 3.3-23
93	Parks and Recreation	<p>Extension of Dillon Drive to US 50B, relocation and widening of US 50B to the north, and improved 8th Street connection to the east of I-25 would require the acquisition of 6.26 acres of property from <b>Fountain Creek Park Land</b>. Temporary detours and/or closures of the <b>Fountain Creek Trail</b> would also be required to protect the public when construction is occurring above the trail. These impacts result in the Section 4(f) use of this property.</p> <p>Land acquisition from the <b>Fountain Creek Park Land</b> would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	Areas of temporary disturbance will be regraded, revegetated, and returned to pre-construction conditions for recreational use after construction.	CDOT Construction Engineering	Post-Construction	FEIS page 3.3-23
94	Parks and Recreation	<p>Extension of Dillon Drive to US 50B, relocation and widening of US 50B to the north, and improved 8th Street connection to the east of I-25 would require the acquisition of 6.26 acres of property from <b>Fountain Creek Park Land</b>. Temporary detours and/or closures of the <b>Fountain Creek Trail</b> would also be required to protect the public when construction is occurring above the trail. These impacts result in the Section 4(f) use of this property.</p> <p>Land acquisition from the <b>Fountain Creek Park Land</b> would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	Recreational access to the western bank of Fountain Creek, which is currently not accessible to pedestrians, will be provided via construction of a soft-surface trail, and additional picnic tables will be installed.	CDOT Design Engineering and Construction Engineering	Final Design	FEIS page 3.3-23

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
95	Parks and Recreation	<p>Extension of Dillon Drive to US 50B, relocation and widening of US 50B to the north, and improved 8th Street connection to the east of I-25 would require the acquisition of 6.26 acres of property from <b>Fountain Creek Park Land</b>. Temporary detours and/or closures of the <b>Fountain Creek Trail</b> would also be required to protect the public when construction is occurring above the trail. These impacts result in the Section 4(f) use of this property.</p> <p>Land acquisition from the <b>Fountain Creek Park Land</b> would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	The Dillon Drive extension will include sidewalks that will improve access to the western bank of the Fountain Creek Park Land, which currently has extremely limited accessibility.	CDOT Design Engineering	Final Design	FEIS page 3.3-23
96	Parks and Recreation	<p>Extension of Dillon Drive to US 50B, relocation and widening of US 50B to the north, and improved 8th Street connection to the east of I-25 would require the acquisition of 6.26 acres of property from Fountain Creek Park Land. Temporary detours and/or closures of the <b>Fountain Creek Trail</b> would also be required to protect the public when construction is occurring above the trail. These impacts result in the Section 4(f) use of this property.</p> <p>Land acquisition from the <b>Fountain Creek Park Land</b> would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	New pedestrian signage will be added to improve awareness of, and guide residents to the Fountain Creek Park Land.	CDOT Design Engineering	Final Design	FEIS page 3.3-24
97	Parks and Recreation	<p>Extension of Dillon Drive to US 50B, relocation and widening of US 50B to the north, and improved 8th Street connection to the east of I-25 would require the acquisition of 6.26 acres of property from <b>Fountain Creek Park Land</b>. Temporary detours and/or closures of the <b>Fountain Creek Trail</b> would also be required to protect the public when construction is occurring above the trail. These impacts result in the Section 4(f) use of this property.</p> <p>Land acquisition from the <b>Fountain Creek Park Land</b> would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	Pedestrian and motor vehicle access to recreational opportunities of the Fountain Creek Park Land will be improved by reconstructing 8th Street at I-25 and improving sidewalks.	CDOT Design Engineering	Final Design	FEIS page 3.3-23



# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
98	Parks and Recreation	<p>Extension of Dillon Drive to US 50B, relocation and widening of US 50B to the north, and improved 8th Street connection to the east of I-25 would require the acquisition of 6.26 acres of property from <b>Fountain Creek Park Land</b>. Temporary detours and/or closures of the <b>Fountain Creek Trail</b> would also be required to protect the public when construction is occurring above the trail. These impacts result in the Section 4(f) use of this property.</p> <p>Land acquisition from the <b>Fountain Creek Park Land</b> would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	A new information kiosk will be installed at Mineral Palace Park directing users to recreational opportunities along Fountain Creek (to be accessible from Mineral Palace Park via a new pedestrian bridge over I-25) and the role of the Land and Water Conservation Fund in supporting preservation of outdoor recreation in this area.	CDOT Planning/CDOT Environmental	Post-Construction	FEIS page 3.3-24
99	Parks and Recreation	<p>Extension of Dillon Drive to US 50B, relocation and widening of US 50B to the north, and improved 8th Street connection to the east of I-25 would require the acquisition of 6.26 acres of property from <b>Fountain Creek Park Land</b>. Temporary detours and/or closures of the <b>Fountain Creek Trail</b> would also be required to protect the public when construction is occurring above the trail. These impacts result in the Section 4(f) use of this property.</p> <p>Land acquisition from the <b>Fountain Creek Park Land</b> would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	<p>CDOT will assure that there is an equal value exchange for all Section 6(f)(3) property acquired. Such exchange will be valued according to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) for both properties acquired and for any properties used as part of the payment. In all situations where the valuation of the property acquired exceeds the value of the property to be used as payment, the difference shall be paid as cash, and that cash shall be used in a manner consistent with Section 6(f) principles. Appraisals are conducted as part of CDOT's ROW process, which occurs once design is more complete and project funds have been identified.</p> <p>CDOT has coordinated with the CPW and the United States Department of Interior (DOI) with regard to the conversion of Section 6(f)(3) assisted property (see correspondence dated June 25, 2012 and July 10, 2012 in <i>Appendix B – Agency Consultation and Coordination</i> of the FEIS). The official conversion request and DOI concurrence will occur prior to project completion, and the value of the land will be assessed prior to the DOI final approval.</p>	CDOT Environmental/CDOT ROW	Post-Construction	FEIS page 3.3-20
112	Right-of-Way	Construction of highway improvements in the North Area (Phase 1) would require a total of <b>102 acquisitions</b> (74 total and 28 partial) and 56 acres (35 total and 21 partial).	All <b>property acquisition</b> and relocation shall comply fully with federal and state requirements, including the Uniform Act. A ROW Agent will be assigned to each property owner to assist them with this process.	CDOT Survey and Right-of-Way	ROW Acquisition	FEIS page 3.4-14

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
113	Right-of-Way	Construction of highway improvements in the North Area (Phase 1) would require a total of <b>102 acquisitions</b> (74 total and 28 partial) and 56 acres (35 total and 21 partial).	For City-owned properties, acquisitions would likely take place through transfer of title from the City to the State of Colorado rather than through monetary compensation. These properties would be secured for construction of the Build Alternative, and a clear delineation of responsibility and ownership would be established prior to the transfer of ownership. These properties are considered mutually beneficial, and the MOU between CDOT and the City (March 2010) specifies the future land exchange, ownership, and maintenance responsibilities (see <i>Appendix F – Memorandum of Understanding Between the City of Pueblo and Colorado Department of Transportation</i> of the FEIS). A future Intergovernmental Agreement will address ownership of excess ROWs.	CDOT Survey and Right-of-Way and City	ROW Acquisition	FEIS page 3.4-14
116	Right-of-Way	<b>Residential property impacts</b> in the North Area (Phase 1) include 16 total acquisitions (2 acres) and 0 partial acquisitions.	All <b>property acquisition</b> and relocation shall comply fully with federal and state requirements, including Uniform Act. A ROW Agent will be assigned to each property owner to assist them with this process.	CDOT Survey and Right-of-Way	ROW Acquisition	FEIS page 3.4-14
118	Right-of-Way	<b>Commercial property impacts</b> in the North Area (Phase 1) include 28 total acquisitions (19 acres) and 12 partial acquisitions (13 acres).	All <b>property acquisition</b> and relocation shall comply fully with federal and state requirements, including Uniform Act. A ROW Agent will be assigned to each property owner to assist them with this process.	CDOT Survey and Right-of-Way	ROW Acquisition	FEIS page 3.4-14
122	Right-of-Way	<b>Vacant/undeveloped property impacts</b> in the North Area (Phase 1) include 21 total acquisitions (9 acres) and 5 partial acquisitions (3 acres).	All <b>property acquisition</b> and relocation shall comply fully with federal and state requirements, including Uniform Act. A ROW Agent will be assigned to each property owner to assist them with this process.	CDOT Survey and Right-of-Way	ROW Acquisition	FEIS page 3.4-14
126	Right-of-Way	A total of 25 <b>businesses</b> would be <b>displaced</b> in the North Area (Phase 1).	All <b>property acquisition</b> and relocation shall comply fully with federal and state requirements, including Uniform Act. A ROW Agent will be assigned to each business owner to assist them with this process.	CDOT Survey and Right-of-Way	ROW Acquisition	FEIS page 3.4-14
131	Sensitive Species	Impacts to 5.04 acres of <b>plains leopard frog</b> habitat in the North Area (Phase 1).	Habitat restoration or enhancement will be conducted to mitigate for impacts that could not be avoided, including impacts to the wetlands and riparian areas along Fountain Creek. Examples of habitat restoration and enhancement include planting of native species beneficial to wildlife and removal and management of noxious weeds.	CDOT Construction Engineering/CDOT Environmental	Throughout Construction and Post-Construction	FEIS page 3.13-9
132	Sensitive Species	Impacts to 5.04 acres of <b>plains leopard frog</b> habitat in the North Area (Phase 1).	A SB 40 certification will be obtained by CDOT.	CDOT Environmental/ CPW	Final Design	FEIS page 3.13-9

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
133	Sensitive Species	Impacts to 5.04 acres of <b>plains leopard frog</b> habitat in the North Area (Phase 1).	Wildlife surveys will be completed prior to construction. CDOT will coordinate with the CPW on the results of the wildlife surveys prior to construction and will seek input on impact avoidance and mitigation plans.	CDOT Design Engineering and Construction Engineering/CDOT Environmental/CPW	Final Design	FEIS page 3.13-9
138	Sensitive Species	Impacts to 0.13 acre of <b>Arkansas darter</b> habitat in the North Area (Phase 1).	Additional surveys will occur prior to final design and construction to identify additional opportunities to avoid and minimize impacts to sensitive species and habitat.	CDOT Design Engineering and Construction Engineering/CDOT Environmental/CPW	Final Design and Throughout Construction	FEIS page 3.13-9
139	Sensitive Species	Impacts to 0.13 acre of <b>Arkansas darter</b> habitat in the North Area (Phase 1).	Habitat restoration or enhancement will be conducted to mitigate for impacts that could not be avoided, including impacts to the wetland and riparian areas along Fountain Creek. Examples of habitat restoration and enhancement include planting of native species beneficial to wildlife and removal and management of noxious weeds.	CDOT Construction Engineering/CDOT Environmental	Throughout Construction and Post-Construction	FEIS page 3.13-9
140	Sensitive Species	Impacts to 0.13 acre of <b>Arkansas darter</b> habitat in the North Area (Phase 1).	An SB 40 certification will be obtained by CDOT.	CDOT Environmental/CPW	Final Design	FEIS page 3.13-9
146	Social Resources, Economic Conditions, and Environmental Justice	25 <b>businesses</b> would be <b>displaced</b> in the North Area (Phase 1).	All property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Act.	CDOT Survey and Right-of-Way	ROW Acquisition	FEIS page 3.6-19
148	Social Resources, Economic Conditions, and Environmental Justice	Business relocations would impact <b>employment</b> (up to 600 jobs, or 1 percent of the total employment in Pueblo County). The implementation of either alternative would generate direct and indirect employment opportunities throughout construction.	Efforts will be made to relocate displaced businesses within the City limits in order to maintain employment and tax revenues to the City.	CDOT Right-of-Way	ROW Acquisition	FEIS page 3.6-19
150	Social Resources, Economic Conditions, and Environmental Justice	I-25 would continue to travel through neighborhoods adjacent to the corridor. <b>Community cohesion</b> in the Northside, Eastside, Downtown, and Bessemer neighborhoods would be positively impacted by improved local roadway and trail systems. The Santa Fe Avenue and Stanton Avenue extensions included in the Preferred Alternative would provide additional connectivity.	Mitigation measures to enhance the aesthetics of the project elements will be implemented as identified in the March 2010 MOU between the City of Pueblo and CDOT (see <i>Appendix F – Memorandum of Understanding Between the City of Pueblo and Colorado Department of Transportation</i> of the FEIS).	N/A	Final Design	FEIS page 3.6-19
151	Social Resources, Economic Conditions, and Environmental Justice	Requires <b>relocation</b> of 16 <b>residences</b> (from the Goat Hill area).	All property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Act.	CDOT Survey and Right-of-Way	Final Design	FEIS page 3.6-19
153	Social Resources, Economic Conditions, and Environmental Justice	Impacts from either alternative would be predominantly borne by <b>minority and low-income populations</b> . When off-setting benefits from the project and proposed mitigation are also considered, these impacts would not be considered disproportionately high and adverse.	CDOT will implement a public information plan throughout construction. This plan and any information on construction activities and detours will be provided in both English and Spanish.	CDOT Communications Office	Throughout Construction	FEIS page 3.6-19

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
154	Social Resources, Economic Conditions, and Environmental Justice	Detours and traffic delays, disruption in utility service, and exposure to particulate emissions (diesel emissions and fugitive dust), would inconvenience <b>residents, businesses and community facilities</b> during construction.	During construction, signage and detours will be set in place to direct traffic to businesses impacted by temporary or permanent access changes.	CDOT Traffic and Safety Engineering	Throughout Construction	FEIS page 3.6-19
155	Social Resources, Economic Conditions, and Environmental Justice	Detours and traffic delays, disruption in utility service, and exposure to particulate emissions (diesel emissions and fugitive dust), would inconvenience <b>residents, businesses and community facilities</b> during construction.	CDOT will provide permanent directional signage ahead of the 13th Street exit, 6th Street slip ramp, and Santa Fe Drive interchange to indicate to motorists how best to access the Santa Fe Avenue business district.	CDOT Traffic and Safety Engineering	Final Design	FEIS page 3.6-19
156	Social Resources, Economic Conditions, and Environmental Justice	Detours and traffic delays, disruption in utility service, and exposure to particulate emissions (diesel emissions and fugitive dust), would inconvenience <b>residents, businesses and community facilities</b> during construction.	CDOT will provide advance notice to emergency service providers, schools, the community, and residents regarding road delays, access, and special construction activities.	CDOT Communications Office	Throughout Construction	FEIS page 3.6-19
157	Social Resources, Economic Conditions, and Environmental Justice	Detours and traffic delays, disruption in utility service, and exposure to particulate emissions (diesel emissions and fugitive dust), would inconvenience <b>residents, businesses and community facilities</b> during construction.	CDOT will implement a public information plan throughout construction. This plan and any information on construction activities and detours will be provided in both English and Spanish.	CDOT Communications Office	Throughout Construction	FEIS page 3.6-19
158	Soils and Geology	The Build Alternatives have the potential of encountering <b>geological hazards</b> or disturbing unstable soils that would require mitigation prior to construction.	A detailed geotechnical and soils analysis of the subsurface will be required during the final project design process to determine the structural stability and load-bearing capacity of <b>geology and soils</b> in the study area. The results of the geotechnical analysis will be used to establish the final roadway and structures designs.	CDOT Materials and Geotechnical	Final Design	FEIS page 3.20-1
159	Transportation	Modifies <b>Transit</b> Route 6 by reconfiguring the downtown interchange system.	To minimize the impact of construction on bus routing and service, CDOT will coordinate with the Pueblo Transit system prior to and throughout construction.	CDOT Construction Engineering /Pueblo Transit	Throughout Construction	FEIS page 3.1-17
163	Transportation	Temporary <b>impacts to traffic to businesses and residents</b> such as changes in access, delay caused by lane closures, out-of-direction travel incurred due to detours, and other similar unavoidable impacts caused by construction-related activities.	During construction, CDOT will conduct public information efforts (including the development of a Public Information Plan) to inform the public and affected businesses in advance of lane closures, detours, and interchange reconstruction activities. The Public Information Plan will include regular media releases to describe the upcoming construction activities and aid in communication with City staff. In particular, CDOT will maintain safe business access during construction and provide an extensive communications program with affected businesses to keep them informed of construction schedules. At all times during construction, access to downtown Pueblo will remain open through at least one access point. Signage will be provided to alert motorists of access changes and identify detour routes.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.1-17



# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
164	Transportation	Temporary <b>impacts to traffic to businesses and residents</b> such as changes in access, delay caused by lane closures, out-of-direction travel incurred due to detours, and other similar unavoidable impacts caused by construction-related activities.	CDOT will develop a traffic control plan during final design that details strategies to minimize traffic disruption from construction activities. These strategies include the following:- Whenever possible, the existing number of lanes will be maintained during construction. Typically, new capacity lanes will be constructed adjacent to the existing facility, and once these are ready, traffic will be diverted to them so that reconstruction can occur on the original lanes. Where lane closures on I-25 are unavoidable for safety reasons (e.g., during placement or demolition of a bridge structure), such closures will typically occur at night.	CDOT Traffic and Safety Engineering	Final Design	FEIS page 3.1-18
165	Transportation	Temporary <b>impacts to traffic to businesses and residents</b> such as changes in access, delay caused by lane closures, out-of-direction travel incurred due to detours, and other similar unavoidable impacts caused by construction-related activities.	CDOT will develop a traffic control plan during final design that details strategies to minimize traffic disruption from construction activities. These strategies include the following: - Construction activities will be phased to minimize the number of times that traffic must switch between lanes (per the strategy described above).	CDOT Traffic and Safety Engineering	Final Design	FEIS page 3.1-18
166	Transportation	Temporary <b>impacts to traffic to businesses and residents</b> such as changes in access, delay caused by lane closures, out-of-direction travel incurred due to detours, and other similar unavoidable impacts caused by construction-related activities.	CDOT will develop a traffic control plan during final design that details strategies to minimize traffic disruption from construction activities. These strategies include the following: - Where temporary closure of a lane on a cross street is unavoidable, the closure will take place only during off-peak hours. Access to properties will be maintained at all times. Wherever possible, impacted sidewalks and trails will be provided with a safe detour.	CDOT Traffic and Safety Engineering	Final Design	FEIS page 3.1-18
167	Transportation	Temporary <b>impacts to traffic to businesses and residents</b> such as changes in access, delay caused by lane closures, out-of-direction travel incurred due to detours, and other similar unavoidable impacts caused by construction-related activities.	CDOT will develop a traffic control plan during final design that details strategies to minimize traffic disruption from construction activities. These strategies include the following: - Lane closures will be avoided at times when there are planned special events within the region.	CDOT Traffic and Safety Engineering	Final Design	FEIS page 3.1-18
168	Transportation	Temporary <b>impacts to traffic to businesses and residents</b> such as changes in access, delay caused by lane closures, out-of-direction travel incurred due to detours, and other similar unavoidable impacts caused by construction-related activities.	CDOT will follow appropriate permitting, including coordination with the railroads for impacts to the rail lines during bridge construction.	CDOT Design Engineering	Bridge Construction	FEIS page 3.1-18
169	Transportation	Temporary <b>impacts to traffic to businesses and residents</b> such as changes in access, delay caused by lane closures, out-of-direction travel incurred due to detours, and other similar unavoidable impacts caused by construction-related activities.	CDOT will reduce speed limits in work zones.	CDOT Traffic and Safety Engineering	Throughout Construction	FEIS page 3.1-18



# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
172	Utilities	Impacts above- and below-ground <b>utility lines</b> . Approaches and crosses over storm sewers.	During future design efforts, the location of all utilities in the I-25 corridor will be confirmed by field investigations, including locating lines below ground. During design if public or private utilities are located with the project area, the responsible utility company or agency will be contacted to avoid or minimize impacts. If relocation of utilities is required, CDOT will coordinate these efforts with the appropriate utility company or agency. If public or private utilities are expected to be affected by the project, alternate delivery systems will be provided to ensure uninterrupted service, and the lines or stations will be relocated as needed.	CDOT Utilities	Final Design	FEIS page 3.16-3
177	Visual Resources	The increased mass of the highway, noise barriers, and water quality ponds would increase the highway's <b>visual presence</b> in existing neighborhoods along I-25 in the North Area (Phase 1). Alters the <b>Fountain Creek and Downtown viewsheds</b> by introducing new roadway modifications. Within the Downtown Viewshed, the highway would continue to be elevated on a series of embankments, bridges, and viaducts between 6th Street and the Arkansas River. In several locations, I-25 would be 35 feet above its existing elevation between 13th Street and 6th Street, making the highway more visually apparent than it is today.	The New Pueblo Freeway Aesthetic Guidelines (see <i>Appendix C – Aesthetic Guidelines</i> of the FEIS) will be used during final design and construction to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed.	CDOT Design Engineering	Final Design	FEIS page 3.9-10
179	Visual Resources	The increased mass of the highway, noise barriers, and water quality ponds would increase the highway's <b>visual presence</b> in existing neighborhoods along I-25 in the North Area (Phase 1). Alters the <b>Fountain Creek and Downtown viewsheds</b> by introducing new roadway modifications. Within the Downtown Viewshed, the highway would continue to be elevated on a series of embankments, bridges, and viaducts between 6th Street and the Arkansas River. In several locations, I-25 would be 35 feet above its existing elevation between 13th Street and 6th Street, making the highway more visually apparent than it is today.	Measures to soften and enhance the aesthetics of the highway improvements will be implemented as identified in the March 2010 MOU between the City and CDOT (see <i>Appendix F – Memorandum of Understanding Between the City of Pueblo and Colorado Department of Transportation</i> of the FEIS). The following measures are included: - Gateway features for the City boundaries, downtown, and neighborhoods.	CDOT Design Engineering	Final Design	FEIS page 3.9-10

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
181	Visual Resources	The increased mass of the highway, noise barriers, and water quality ponds would increase the highway's <b>visual presence</b> in existing neighborhoods along I-25 in the North Area (Phase 1). Alters the <b>Fountain Creek and Downtown viewsheds</b> by introducing new roadway modifications. Within the Downtown Viewshed, the highway would continue to be elevated on a series of embankments, bridges, and viaducts between 6th Street and the Arkansas River. In several locations, I-25 would be 35 feet above its existing elevation between 13th Street and 6th Street, making the highway more visually apparent than it is today.	Architectural treatments on retaining walls, bridges, and other structures designed to reflect the architectural character of the surrounding area.	CDOT Design Engineering	Final Design	FEIS page 3.9-10
183	Visual Resources	The increased mass of the highway, noise barriers, and water quality ponds would increase the highway's <b>visual presence</b> in existing neighborhoods along I-25 in the North Area (Phase 1). Alters the <b>Fountain Creek and Downtown viewsheds</b> by introducing new roadway modifications. Within the Downtown Viewshed, the highway would continue to be elevated on a series of embankments, bridges, and viaducts between 6th Street and the Arkansas River. In several locations, I-25 would be 35 feet above its existing elevation between 13th Street and 6th Street, making the highway more visually apparent than it is today.	Landscaping of roadway shoulders with dryland grasses and creation of naturalized areas that take advantage of local runoff to allow native vegetation, including trees and shrubs, to become established.	CDOT Design Engineering	Final Design	FEIS pages 3.9-10 and 3.9-11
185	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more <b>pollutants</b> regardless of alternative. BMPs in compliance with the Colorado Discharge Permit System (CDPS) Municipal Separate Storm Sewer System MS4 permit requirements are designed to decrease the amount of pollutants actually entering the waters and are expected to lower the amounts of pollutants when compared to the No Action Alternative.	The percent of pollutant removal from captured roadway runoff will be calculated during final design when structural BMPs are determined. BMPs will be selected such that there is no increase in pollutant loading studied as a result of the New Pueblo Freeway project.	CDOT Construction Engineering	Final Design	FEIS page 3.15-7
186	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more <b>pollutants</b> regardless of alternative. BMPs in compliance with the CDPS MS4 permit requirements are designed to decrease the amount of pollutants actually entering the waters and are expected to lower the amounts of pollutants when compared to the No Action Alternative.	Pond volumes will be based on detaining for release at pre-development rates and treating only the flows originating within the project area (onsite basins and side streets), while allowing the offsite basins to pass through undetained. Stormwater runoff from offsite basins will be conveyed through the proposed drainage system without flow attenuation or stormwater quality treatment. Allowable release rates also will affect pond volumes.	CDOT Design Engineering	Final Design	FEIS page 3.15-7

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
187	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more <b>pollutants</b> regardless of alternative. BMPs in compliance with the CDPS MS4 permit requirements are designed to decrease the amount of pollutants actually entering the waters and are expected to lower the amounts of pollutants when compared to the No Action Alternative.	CDOT will develop Tier 1 BMPs because the project is considered a significant highway modification and the receiving waters are classified as sensitive waters (listed on 303(d) high quality use classification or existence of threatened or endangered species). Tier 1 BMPs require that the volume collected is based on the area of disturbance of the project in accordance with the New Development and Redevelopment Manual.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.15-7
188	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more <b>pollutants</b> regardless of alternative. BMPs in compliance with the CDPS MS4 permit requirements are designed to decrease the amount of pollutants actually entering the waters and are expected to lower the amounts of pollutants when compared to the No Action Alternative.	CDOT will design and construct permanent BMPs (such as extended detention ponds, infiltration trenches, or constructed sand filters) within the guidelines set by the CDOT New Development and Redevelopment Program. All highway runoff will be collected and treated to the level required by the New Development and Redevelopment Program. An adequate storm drainage system for the existing and proposed improvements near the interchange will be developed to prevent high levels of sediment and pollutants from being carried into wetlands, natural drainage ways, and irrigation ditches. BMPs with pollutant removal for lead, zinc, copper, and selenium shall be incorporated where applicable. These BMPs could prevent impacts to aquatic life through bioaccumulation of metals. Suitable permanent BMPs include detention ponds with sedimentation facilities, enlarged detention basins, constructed sand filters, grass swales and buffers, and innovative vault-type structures where space is limited. These permanent BMPs can be constructed, where appropriate, to intercept, divert, and collect surface runoff and convey accumulated runoff to an acceptable outlet point (see Chapter 6 in the CDOT <i>Erosion Control and Stormwater Quality Guide</i> [CDOT, 2002]).	CDOT Construction Engineering	Throughout Construction	FEIS page 3.15-7

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



**EXHIBIT 8-1**

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
189	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more <b>pollutants</b> regardless of alternative. BMPs in compliance with the CDPS MS4 permit requirements are designed to decrease the amount of pollutants actually entering the waters and are expected to lower the amounts of pollutants when compared to the No Action Alternative.	CDOT will use an interconnected system of onsite dry detention facilities and offsite basins for reducing peak runoff flow rates and will utilize a conveyance network for routing flows along their existing flow paths either to the Arkansas River or Fountain Creek. Because Tier 1 BMPs are required, extended detention basins were selected because they can be used in conjunction with a peak flow control drainage system. The exact number of ponds may be modified based on design.	CDOT Design Engineering	Final Design	FEIS page 3.15-7
190	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more <b>pollutants</b> regardless of alternative. BMPs in compliance with the CDPS MS4 permit requirements are designed to decrease the amount of pollutants actually entering the waters and are expected to lower the amounts of pollutants when compared to the No Action Alternative.	Non-structural BMPs (such as pesticide and fertilizer application guidelines) and anti-icing and deicing guidelines will be employed to improve water quality in conjunction with BMP implementation. Other non-structural BMPs (such as water quality signage adjacent to the receiving streams and irrigation ditches) will be considered for implementation.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.15-7
191	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more <b>pollutants</b> regardless of alternative. BMPs in compliance with the CDPS MS4 permit requirements are designed to decrease the amount of pollutants actually entering the waters and are expected to lower the amounts of pollutants when compared to the No Action Alternative.	CDOT will adhere to National Pollutant Discharge Elimination System regulations for stormwater quality, including obtaining a CDPS stormwater construction discharge permit and Section 402 dewatering permit, during construction.	CDOT Permitting	Throughout Construction	FEIS page 3.15-8
192	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more <b>pollutants</b> regardless of alternative. BMPs in compliance with the CDPS MS4 permit requirements are designed to decrease the amount of pollutants actually entering the waters and are expected to lower the amounts of pollutants when compared to the No Action Alternative.	All work performed on the project will be performed in accordance with appropriate CDOT <i>Standard Specifications for Roadway and Bridge Construction</i> (101.95;107.25; 208; 212; 213; 216; 620) (CDOT, 2011b) and the <i>M&amp;S Standard Plans</i> (CDOT, 2012).	CDOT Construction Engineering	Throughout Construction	FEIS page 3.15-8

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
193	Water Quality	Increase <b>impervious surface</b> by 26 acres (75 percent increase) in Segment 1. Increases impervious surface by 20 acres (92 percent increase) in Segment 2. Increases impervious surface by 24 acres (65 percent increase) in Segment 3.	CDOT will construct water quality ponds adjacent to I-25 in compliance with the CDPS MS4 permit requirements to enhance water quality in the project area; 16 ponds will be constructed under the Preferred Alternative. The sizing and design of these ponds will be refined during final design. Ownership and maintenance of the water quality ponds is detailed in the MOU signed between CDOT and the City in March 2010 (see <i>Appendix F– Memorandum of Understanding Between the City of Pueblo and Colorado Department of Transportation</i> of the FEIS). Under the Preferred Alternative, one of the detention ponds is designed to capture runoff solely from City streets.	CDOT Design Engineering	Final Design	FEIS page 3.15-7
194	Water Quality	Removes vegetation and creates bare surfaces during <b>construction</b> that may create erosion and sedimentation issues. All highway runoff will be collected and treated to the level required by the New Development and Redevelopment Program. BMPs can be constructed, where appropriate, to intercept, divert, collect surface runoff and convey accumulated runoff to an acceptable outlet point and improve <b>water quality</b> over the No Action Alternative.	CDOT will revegetate adjacent disturbed slopes with native plant species to protect exposed soils from erosion. This revegetation will be used for temporary or permanent cover for disturbed areas and to improve wildlife habitat and aesthetics.	CDOT Design Engineering and Construction Engineering	Final Design and Throughout Construction	FEIS page 3.15-8
195	Water Quality	Removes vegetation and creates bare surfaces during <b>construction</b> that may create erosion and sedimentation issues. All highway runoff will be collected and treated to the level required by the New Development and Redevelopment Program. BMPs can be constructed, where appropriate, to intercept, divert, collect surface runoff and convey accumulated runoff to an acceptable outlet point and improve <b>water quality</b> over the No Action Alternative.	Where temporary or permanent seeding operations are not feasible due to seasonal constraints, CDOT will stabilize slopes with topsoil, soil amendment, seed, mulch, mulch tackifier, soil binder, or other CDOT-approved methods to protect soils and slopes from erosion, thereby preventing adverse impacts to aquatic and wildlife habitat.	CDOT Design Engineering and Construction Engineering	Final Design and Throughout Construction	FEIS page 3.15-8
196	Water Quality	Removes vegetation and creates bare surfaces during <b>construction</b> that may create erosion and sedimentation issues. All highway runoff will be collected and treated to the level required by the New Development and Redevelopment Program. BMPs can be constructed, where appropriate, to intercept, divert, collect surface runoff and convey accumulated runoff to an acceptable outlet point and improve <b>water quality</b> over the No Action Alternative.	CDOT will use erosion control (that is, soil retention) blankets and/or turf reinforcement mats as appropriate on newly seeded slopes to control erosion and promote the establishment of vegetation as well as protect channels against erosion from concentrated runoff.	CDOT Design Engineering and Construction Engineering	Final Design and Throughout Construction	FEIS page 3.15-8
197	Water Quality	Removes vegetation and creates bare surfaces during <b>construction</b> that may create erosion and sedimentation issues. All highway runoff will be collected and treated to the level required by the New Development and Redevelopment Program. BMPs can be constructed, where appropriate, to intercept, divert, collect surface runoff and convey accumulated runoff to an acceptable outlet point and improve <b>water quality</b> over the No Action Alternative.	Where appropriate, CDOT will utilize temporary berms or diversions to protect sensitive areas in the project area from impacts related to concentrated flows. Additional erosion control measures such as silt fences and erosion bales can be implemented, but with care and as appropriate. Erosion bales and/or erosion logs will be free of noxious weeds.	CDOT Design Engineering and Construction Engineering	Final Design and Throughout Construction	FEIS page 3.15-8



# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
198	Water Quality	Removes vegetation and creates bare surfaces during <b>construction</b> that may create erosion and sedimentation issues. All highway runoff will be collected and treated to the level required by the New Development and Redevelopment Program. BMPs can be constructed, where appropriate, to intercept, divert, collect surface runoff and convey accumulated runoff to an acceptable outlet point and improve <b>water quality</b> over the No Action Alternative.	CDOT will use erosion bales and/or erosion logs as sediment barriers and filters along the toe-of-fills adjacent to surface waterways and drainages and at the cross-drain inlets, where appropriate, with additional reinforcement and in conjunction with other erosion control measures such as temporary berms.	CDOT Design Engineering and Construction Engineering	Final Design and Throughout Construction	FEIS page 3.15-8
199	Water Quality	Removes vegetation and creates bare surfaces during <b>construction</b> that may create erosion and sedimentation issues. All highway runoff will be collected and treated to the level required by the New Development and Redevelopment Program. BMPs can be constructed, where appropriate, to intercept, divert, collect surface runoff and convey accumulated runoff to an acceptable outlet point and improve <b>water quality</b> over the No Action Alternative.	Where appropriate, CDOT will use silt fences to intercept sediment-laden runoff before it enters a water body (such as a wetland), but only in conjunction with other erosion control measures such as temporary berms.	CDOT Design Engineering and Construction Engineering	Final Design and Throughout Construction	FEIS page 3.15-8
200	Water Quality	Removes vegetation and creates bare surfaces during <b>construction</b> that may create erosion and sedimentation issues. All highway runoff will be collected and treated to the level required by the New Development and Redevelopment Program. BMPs can be constructed, where appropriate, to intercept, divert, collect surface runoff and convey accumulated runoff to an acceptable outlet point and improve <b>water quality</b> over the No Action Alternative.	Where appropriate, CDOT will use slope drains (or embankment protectors) to convey concentrated runoff from the top to the bottom of disturbed slopes. Slope and cross drain outlets will be constructed to trap sediment.	CDOT Design Engineering and Construction Engineering	Final Design and Throughout Construction	FEIS page 3.15-8
201	Water Quality	Removes vegetation and creates bare surfaces during <b>construction</b> that may create erosion and sedimentation issues. All highway runoff will be collected and treated to the level required by the New Development and Redevelopment Program. BMPs can be constructed, where appropriate, to intercept, divert, collect surface runoff and convey accumulated runoff to an acceptable outlet point and improve <b>water quality</b> over the No Action Alternative.	CDOT will use check dams, where appropriate, to slow the velocity of water through roadside ditches and swales, thereby deterring erosion and harmful impacts to aquatic life.	CDOT Design Engineering and Construction Engineering	Final Design and Throughout Construction	FEIS page 3.15-8
202	Wetlands	Direct loss of 0.13 acre of <b>wetlands</b> in the North Area (Phase 1).	Once funding for construction of the project is identified, wetland boundaries will be re-evaluated to determine the need for additional delineations to confirm wetland boundaries.	CDOT Design Engineering	Final Design	FEIS page 3.7-8

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
204	Wetlands	Direct loss of 0.13 acre of <b>wetlands</b> in the North Area (Phase 1).	CDOT will obtain the appropriate Section 404 permit from the USACE under Section 404 of the CWA prior to construction. The policy of CDOT and FHWA is to replace all wetlands on a one-for-one basis. A wetland mitigation plan will be prepared as part of the Section 404 permitting process to mitigate for unavoidable impacts to area wetlands and waters of the United States. While there are several potential mitigation locations within the study area, CDOT and FHWA will work with USACE staff to identify the best mitigation location and concept to replace the functions of the impacted wetlands. CDOT will coordinate potential wetland mitigation locations with CPW and will provide CPW with the Section 404 permit for review.	CDOT Design Engineering/USACE	Final Design	FEIS pages 3.7-8 and 3.7-9
206	Wetlands	Direct loss of 0.13 acre of <b>wetlands</b> in the North Area (Phase 1).	Additional mitigation measures that were identified by the USACE during a 2006 field visit include: - Place tree cuttings at the trailhead near the mouth of Fountain Creek. - Place tree cuttings along Fountain Creek at SH 47. - Place tree plantings near the Eagle Ridge interchange project, located north of the New Pueblo Freeway Project on I-25.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.7-9
208	Wetlands	Direct loss of 0.13 acre of <b>wetlands</b> in the North Area (Phase 1).	Following final design, CDOT will apply for a SB 40 Wildlife Certification if the project does not fall within CDOT's Programmatic Agreement with CPW, including detailed plans and specifications. The CPW will review the plans to make sure they are technically adequate to protect and preserve fish and wildlife species and will provide recommendations or alternative plans if the project would adversely affect riparian areas along the Arkansas River or Fountain Creek.	CDOT Design Engineering/CPW	Final Design	FEIS page 3.7-9
210	Wetlands	BMPs will be used to control erosion and sedimentation within <b>wetlands or waters of the United States during construction.</b>	Construction impact boundaries will be clearly marked. Wetlands outside the authorized temporary impact areas will be clearly marked and fenced (orange and silt fencing) to prevent disturbance during construction.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.7-9
211	Wetlands	BMPs will be used to control erosion and sedimentation within <b>wetlands or waters of the United States during construction.</b>	Excavated materials will be removed to a stabilized upland site to prevent erosion back into the wetland areas.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.7-9

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting



EXHIBIT 8-1

I-25 New Pueblo Freeway Phase 1 of the Preferred Alternative – Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
212	Wetlands	BMPs will be used to control erosion and sedimentation within <b>wetlands or waters of the United States during construction.</b>	Onsite storage of hazardous construction materials including fuels and oils will be located away from wetland and riparian areas to minimize the potential for spills or leaching into aquatic habitats.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.7-9
213	Wetlands	BMPs will be used to control erosion and sedimentation within <b>wetlands or waters of the United States during construction.</b>	Compliance inspections during construction are recommended to ensure adherence to BMPs, including erosion and sedimentation controls, and minimization of construction impacts.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.7-9
214	Wetlands	BMPs will be used to control erosion and sedimentation within <b>wetlands or waters of the United States during construction.</b>	All areas temporarily disturbed by construction activities will be restored and revegetated.	CDOT Construction Engineering	Throughout Construction	FEIS page 3.7-9