

# Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

## Project Information

Project Name:	I-25 Cimarron Interchange Reconstruction, mileposts 140.8 to 141.4
Environmental Project Manager:	Rob Frei
Project	IM 0252-423
Document Type and Date of Approval:	I-25 EA (March 2004) and FONSI (Oct 2004); I-25 Reevaluation (December 1014)
Project Phase:	



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1	Transportation Issues	Roadway construction activities would necessitate periodic shifting of traffic lanes and ramps, affect traffic and access, and would cause temporary traffic disruption at varying times and locations throughout the project.	The existing number of lanes will be maintained during construction. Construction phasing will be done to minimize the number of times that traffic must be diverted to other lanes. CDOT will provide the public with advance notice of any detours or closures. When lane closures are unavoidable, they will occur only at night or during off-peak hours, and not during planned special events.	Region Engineering	Construction Contractor	Throughout construction, per contractor's maintenance of traffic plan.	I-25 Improvements through the Colorado Springs Urbanized Area Environmental Assessment, (I-25 EA) page 3-165	Book 2 - Section 16 Maintenance of Traffic	Yes	Local news media.			
2	Transportation Issues	Roadway construction activities would necessitate periodic shifting of traffic lanes and ramps, affect traffic and access, and would cause temporary traffic disruption at varying times and locations throughout the project.	CDOT will coordinate construction planning with the Transit Services staff with the City of Colorado Springs [now Mountain Metro Transit] to ensure that bus service near construction sites is maintained.	Region Engineering	Construction Contractor	Throughout construction.	I-25 EA page 3-165	Book 2 - Section 16 Maintenance of Traffic	Yes	Colorado Springs Transit			
3	Environmental Justice	From 2014 Reevaluation: The project may result in the displacement of some low-income homeless persons who inhabit the vicinity illegally on a transient basis.	From 2014 Reevaluation: CDOT will coordinate with the Colorado Springs Police Department Homeless Outreach Team (HOT) to provide information and advance notice of construction activities that homeless persons should avoid.	Region Engineering	CDOT	Construction	NEW COMMITMENT from 2014 Reevaluation, page 29.	Book 2 Section 5 - Environmental	Yes	Colorado Springs Police Department HOT Program			
4	Right-of-Way	The 26-mile Proposed Action would require the purchase of land for right-of-way...requiring relocation of businesses. Additionally, partial acquisitions from [some] properties would be needed.	All property acquisitions will occur in compliance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended.  Business relocations will be planned with as much lead time as possible to keep business downtime to a minimum.	Region Engineering	Construction Contractor	Pre-Construction	I-25 EA, page 3-166	Book 2 - Section 8 -Right of Way	No				The I-25 Cimarron interchange project requires no residential relocations. Business relocations have been completed in conjunction with advance ROW acquisition. Only partial take and easement acquisitions remain uncompleted as of late 2014.
5	Neighborhoods	Although no permanent neighborhood access or travel patterns would change, temporary access changes during construction would occur.	CDOT will coordinate with the City ...in advance of any temporary closures or detours affecting local streets.	Region Engineering	Construction Contractor	Construction	I-25 EA, page 3-165	Book 2 Section 16 - Maintenance of Traffic	Yes	City of Colorado Springs			
6	Parks and Recreation	Bicycle and pedestrian facilities would be maintained or improved.	Continued coordination with City staff will occur during final design of bicycle and pedestrian facilities.	Region Engineering	Construction Contractor	Design	I-25 EA, page 3-167	Book 2 Section 13 Roadway	Yes	1. City of Colorado Springs Department of Parks, Recreation and Cultural Resources; 2. El Paso County Department of Parks and Recreation			The current Proposed Action now includes CDOT construction of an additional pedestrian bridge crossing Monument Creek to connect to the southern end of America the Beautiful Park.
7	Parks and Recreation/ Section 4(f)	There would be temporary detours or closures affecting bicycle or pedestrian facilities.	Temporary construction impacts to bike and pedestrian facilities will be mitigated using signs, fencing, and barricades for safe detours, in compliance with City guidelines. Detours will be announced in advance to City offices, the Trails and Open Space Coalition, and to the news media. All detours and temporary closures will be coordinated with appropriate City offices.	Region Engineering	Construction Contractor	Construction	I-25 EA, page 3-167	Book 2 Section 16 - Maintenance of Traffic , Book 2 Section 4 - Public Information	Yes	1. City of Colorado Springs Department of Parks, Recreation and Cultural Resources; 2. El Paso County Department of Parks and Recreation; 3. Trails and Open Space Coalition of the Pikes Peak Region			Previously foreseen trail impacts will also apply to a new trail that has been built on the eastern bank of Fountain Creek.  Trail impacts are being documented in the 2014 Reevaluation Section 4(f) .
8	Parks and Recreation/ Section 6(f)	Existing Midland Trail crossing of I-25 will be closed and replaced 850 feet to the south with a new crossing along Fountain Creek. This was a proposed trail enhancement.	Prior to completing the project, CDOT will provide Colorado Parks and Wildlife (CPW) and National Parks Service (NPS) with the appropriate documentation showing that all appropriate Section 6(f) substitution property (including the replacement trail) has been provided.	Region Environmental	Construction Contractor	Construction	NEW COMMITMENT from 2014 Reevaluation, page 10.	Book 2 Section 5 - Environmental	Yes	Colorado Parks and Wildlife			This was not a Section 6(f) trail at the time the EA was prepared, so there was no Section 6(f) impact. Since then, the City improved the trail using LWCF grant funds. The Section 6(f) process was conducted in 2014. Trail replacement has been approved by the City (owner), Colorado Parks and Wildlife on behalf of National Parks Service.
9	Visual Resources	The freeway would become more visually apparent than it is today, due to roadway widening, increased traffic volumes, and the re-configuration of interchanges.	Design guidelines have been developed to ensure overall consistency of roadway features. Aesthetic elements will be developed to be appropriate for the local surroundings.	Region Engineering	Construction Contractor	Completed, November 2014.	I-25 EA, page 3-167	Book 4 - Contract Drawings - I25 Aesthetic Plans and Details	No. (Coordination completed.)	Aesthetics Working Group			
10	Visual Resources	Loss of trees and shrubs throughout the corridor would impact views in various ways.	Lost native trees and shrubs will be replanted.	Region Engineering	Construction Contractor	Construction	I-25 EA, page 3-168	Book 2 Section 5 - Environmental & Book 2 Section 17 - Landscaping	No				
11	Air Quality	The majority of air emissions during construction would be fugitive dust (including PM10) from the excavation of soil and backfill.	Implementation of dust control practices will be followed during construction in accordance with Colorado Air Quality Control Commission Regulation No. 1 regarding fugitive emissions. All contractors will be required to obtain a construction permit and to develop a control plan for particulate emissions.	Region Engineering	Construction Contractor	Pre-Construction; Construction;	I-25 EA, page 3-168	Book 2 Section 5 - Environmental	No				

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12	Noise	During construction, the Proposed Action would generate noise from diesel-powered earth moving equipment such as dump trucks and bulldozers, back-up alarms on certain equipment, compressors, and pile drivers (near bridge abutments and retaining walls, if necessary).	To the extent feasible, construction noise impacts, while temporary, will be mitigated by limiting work to daylight hours and requiring the contractor to use well-maintained equipment (particularly with respect to mufflers).	Region Engineering	Construction Contractor	Construction	I-25 EA, page 3-169	Book 2 Section 5 - Environmental says	No				
13	Floodplains	Construction activities will cause disturbance to floodplain area in [various] drainages.	The design of corridor improvements will comply with federal floodplain regulations (e.g., 23 CFR 650.115). The designs will also comply with FEMA regulations and City and County floodplain ordinances. Disturbed wetland, riparian, and habitat areas in floodplains will be re-vegetated, and temporary erosion and sedimentation control and channel stabilization improvements during construction will be included at all locations. Permanent erosion control and floodplain stabilization improvements, and water quality best management practices (BMPs) will also be implemented. Construction will be coordinated through the City/County Floodplain Administrator for issuance of a Floodplain Development Permit, and to ensure that improvements are coordinated with other ongoing studies and planned improvements within the Fountain Creek watershed. If construction occurs in a portion of the floodplain and base flood elevations or floodplain limits are altered, a CLOMR and LOMR will be processed through the Floodplain Administrator for approval by FEMA.	Region Engineering	Construction Contractor	Completed. Floodplain Development Permit received in 2014.	I-25 EA, page 3-169	Book 2 Section 12- Drainage	No				
14	Water Quality	An increase in roadway surface area would provide greater pollutant loads to be transported into adjacent streams. Lead, copper, and zinc pollutant loadings could increase because of increased impervious surfaces. Increased traffic on I-25 would increase the potential for waters to be impacted from deicing activities. An increase in the use of sand on I-25 would also impact water quality.	Adhering to CDOT's CDPS Stormwater Permit, MS4 Discharge Permit, and CDOT Standard Specifications for Road and Bridge Construction, CDOT will implement temporary and permanent water quality best management practices. Permanent channel stabilization and sediment collection facilities will be part of the project. Other preventive strategies include: • Developing a stormwater management plan • Designing storm drainage systems to prevent sediment and pollutants from being carried into wetlands, Monument and Fountain Creeks, and their tributaries. • Improving existing stream-side wetlands and riparian habitats • Using non-structural Best Management Practices such as street sweeping and public awareness programs.	Region Engineering	Construction Contractor	Pre-construction; Construction	I-25 EA, page 3-170	Book 2 Section 12 - Drainage	No				
15	Water Quality	During construction, there would be the potential for an increase of pollutants in runoff due to erosion and sediments.	Temporary sediment collection facilities will be established during construction activities.	Region Engineering	Construction Contractor	Construction	I-25 EA, page 3-170	Book 2 Section 12 Drainage	No				
16	Threatened and Endangered Species	Fountain Creek fish populations afflicted with whirling disease have the potential to infect Bear Creek population of Greenback Cutthroat Trout if the roadway project alters the interface of these creeks.	Per CPW request, any CDOT modifications to Fountain Creek will enhance fish mobility, while modifications to Bear Creek will not improve fish movement between Bear Creek and Fountain Creek in order to protect upstream populations of Greenback Cutthroat Trout.	Region Engineering	Construction Contractor	Design	NEW COMMITMENT: I-25 Reevaluation, page 17	Book 4 - Contract Drawings - I25 Aesthetic Plans and Details	No				More details on drop structure requirements are included in the I-25 Cimarron Interchange planting plans.
17	Threatened and Endangered Species	Fountain Creek fish populations afflicted with whirling disease have the potential to infect Bear Creek population of Greenback Cutthroat Trout if the roadway project alters the interface of these creeks.	CDOT will coordinate with CPW regarding the design for drop structures and any other rock work/channel work in the creek. CDOT's contractor will be required to submit the design to CDOT (Region and Headquarters staff) and CPW for review and approval before constructing these features.	Region Engineering	Construction Contractor	Design	NEW COMMITMENT: I-25 Reevaluation, page 17	Book 4 - Contract Drawings - I25 Aesthetic Plans and Details	Yes	CPW			
18	Wildlife	Wildlife movement corridors would be temporarily disrupted during construction, and mature vegetation would be lost.	CDOT will design hydraulic structures to improve corridor east/west movement, and will re-vegetate disturbed areas to replicate or enhance habitats.	Region Engineering	Construction Contractor	Design	I-25 EA, page 3-170; also page 3-175	Book 4 - Contract Drawings - I25 Aesthetic Plans and Details	No	CPW			
19	Wildlife	Although no migratory bird nesting sites were identified at the time of field surveys, the Proposed Action has the potential to affect future nesting sites.	Conduct field surveys to look for migratory birds that are protected by the Migratory Bird Treaty Act before removing large trees. Obtain necessary permits if required.	Region Environmental	Construction Contractor	Pre-Construction	I-25 EA, page 3-171	Book 2 Section 5 - Environmental	No				
20	Wildlife	Although no migratory bird nesting sites were identified at the time of field surveys, the Proposed Action has the potential to affect future nesting sites.	CDOT will inspect bridges and other structures for bird nests prior to conducting any structure demolition activities.	Region Environmental	Construction Contractor	Pre-Construction	NEW COMMITMENT: I-25 Reevaluation, page 18	Book 2 Section 5 - Environmental	No				
21	Vegetation	Trees will be removed over the length of the 26-mile corridor. Removal of undesirable non-native species will be beneficial.	Trees will be planted in proximity to where trees are removed.	Region Engineering	Construction Contractor	Construction	I-25 EA, page 3-172	Book 4 - Contract Drawings - I25 Aesthetic Plans and Details	No				This mitigation measure has been modified and addressed in the Aesthetics Plans

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22	Noxious Weeds	Existing and new species of noxious weeds would have the potential to spread in newly disturbed areas and out-compete native species.	Prior to construction, CDOT's contractor will conduct a noxious weeds survey of the project area.	Region Environmental	Construction Contractor	Pre-Construction	I-25 EA, page 3-172	Book 4 - Contract Drawings - I25 Aesthetic Plans and Details, Book 2 Section 5 Environmental	No				REVISED by I-25 Cimarron Interchange Reevaluation, page 16
23	Noxious Weeds	Existing and new species of noxious weeds would have the potential to spread in newly disturbed areas and out-compete native species.	Prior to construction, CDOT's contractor will develop an Integrated Noxious Weed Management Plan that includes Best Management Practices designed to control all noxious weed species identified in the survey, with special emphasis on control of Chinese clematis, Siberian elm, and crack willow. Given the project location near the confluence of the region's two main waterways, this plan must require that any herbicides used be safe for application near riparian areas.	Region Environmental	Construction Contractor	Pre-Construction	I-25 EA, page 3-172	Book 4 - Contract Drawings - I25 Aesthetic Plans and Details, Book 2 Section 5 Environmental	No				REVISED by I-25 Cimarron Interchange Reevaluation, page 16
24	Noxious Weeds	Existing and new species of noxious weeds would have the potential to spread in newly disturbed areas and out-compete native species.	During construction, CDOT's contractor will implement the project's Integrated Noxious Weed Management Plan. As part of this effort, CDOT or its contractor will promptly re-vegetate disturbed soils with appropriate native species.	Region Environmental	Construction Contractor	Construction	I-25 EA, page 3-172	Book 2 Section 17 - Landscaping	No				REVISED by I-25 Cimarron Interchange Reevaluation, page 16
25	Noxious Weeds	Existing and new species of noxious weeds would have the potential to spread in newly disturbed areas and out-compete native species.	After construction, CDOT's contractor will monitor, maintain and, if necessary, re-treat the disturbed areas to ensure that re-vegetation has been successful, such that it can reasonably be expected to resist noxious weed infestation.	Region Environmental	Construction Contractor	Post-Construction	I-25 EA, page 3-172	Book 4 - Contract Drawings - I25 Aesthetic Plans and Details, Book 2 Section 5 Environmental	No				REVISED by I-25 Cimarron Interchange Reevaluation, page 16
26	Archaeology	The Proposed Action has the potential to impact archeological resources that have not yet been discovered.	If any currently undiscovered archeological resources are found during construction, the CDOT staff archaeologist will be notified immediately to assess their significance and make further recommendations.	Region Environmental	Construction Contractor	Construction	I-25 EA, page 3-173	Book 2 Section 5 - Environmental	Yes, only if resources encountered	CDOT EPB			
27	Paleontology	The Proposed Action has the potential to impact paleontological resources that have not yet been discovered.	Once project design plans are finalized, CDOT will have a qualified paleontologist examine them to determine if monitoring during construction is necessary.	Region Environmental	Construction Contractor	Construction	I-25 EA, page 3-173	Book 2 Section 5 - Environmental	Yes	CDOT EPB			
28	Paleontology	The Proposed Action has the potential to impact paleontological resources that have not yet been discovered.	If any subsurface bones or other possible fossils are found during construction, the CDOT staff paleontologist will be notified immediately to assess their significance and make further recommendations.	Region Environmental	Construction Contractor	Construction	I-25 EA, page 3-173	Book 2 Section 5 - Environmental	Yes, only if resources encountered	CDOT EPB			
29	Indirect Effects	Alterations of hydrologic patterns, volumes, frequencies of water can affect vegetation communities. Also, contaminants in stormwater runoff from the widened highway could degrade the health of nearby wetlands.	Temporary and permanent Best Management Practices for stormwater runoff will be used. Since these were not required when the roadway was built in the 1950s, they have the potential to mitigate not only for new lanes but also the existing lanes. This could represent a net improvement over existing conditions.	Region Engineering	Construction Contractor	Construction	I-25 EA, page 3-176	Book 2 Section 12 - Drainage	No				
30	Indirect Effects	Additional roadway lighting may be needed, contributing to light pollution.	Any new lights installed will be designed in compliance with Colorado's "Dark Skies" legislation, installed so as to shield the fixtures from direct view and to minimize upward lighting and light pollution.	Region Engineering	Construction Contractor	Design	I-25 EA, page 3-176	Book 4 - Contract Drawings - I25 Aesthetic Plans and Details	No				This mitigation measure has been modified and addressed in the Aesthetics Plans
31	Hazardous Waste Sites	Property that is owned by CDOT or that is acquired by CDOT will be remediated. This would lower the health and safety risk for the public and maintenance and utility workers.	Site-specific investigations will be performed at the areas of potential environmental concern to determine what remediation will be necessary to protect human health and the environment during either construction or operation and maintenance of the improvements. Management plans for health and safety will be prepared and enforced.	Region Engineering and Environmental	Construction Contractor	Pre-Construction	I-25 EA, page 3-176	Book 2 Section 5 - Environmental	No				
32	Hazardous Waste Sites	Contamination of soils and groundwater has been found in the northwestern quadrant of the interchange by a 2014 Phase 2 Environmental Site Assessment. This poses potential health risks to humans and the environment during construction.	As recommended in the ESA, CDOT will require development of an MMP that specifies, at a minimum, waste sampling methods, excavation and stockpile management, contaminated soil treatment/disposal options, and contaminated wastewater treatment/disposal options to be undertaken in accordance with CDOT Standard Specification 250 - Environmental, Health and Safety Management.	Region Engineering and Environmental	Construction Contractor	Pre-Construction	NEW COMMITMENT: I-25 Reevaluation, page 23	Book 2 Section 5 - Environmental	No				CDOT's requirement will apply to the construction contractor.
33	Hazardous Waste Sites	Contamination of soils and groundwater has been found in the northwestern quadrant of the interchange by a 2014 Phase 2 Environmental Site Assessment. This poses potential health risks to humans and the environment during construction.	During all excavation in areas identified in the MMP as having the potential for encountering hazardous material, a health monitor will be required.	Region Engineering	Construction Contractor	Pre-Construction	NEW COMMITMENT: I-25 Reevaluation, page 23	Book 2 Section 5 - Environmental	No				CDOT's requirement will apply to the construction contractor.

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34	Hazardous Waste Sites	Contamination of soils and groundwater has been found in the northwestern quadrant of the interchange by a 2014 Phase 2 Environmental Site Assessment. This poses potential health risks to humans and the environment during construction.	Minimization of dewatering is recommended to reduce fish exposure to high selenium concentrations, but when dewatering is necessary, CDOT Standard Specification 250 will be followed.	Region Engineering and Environmental	Construction Contractor	Pre-Construction	NEW COMMITMENT: I-25 Reevaluation, page 23	Standard Specification 250	No				
35	Hazardous Waste Sites	The project includes demolition of one or more bridges and potentially other structures. Demolition activity often involves risk of exposure to asbestos, lead-based paint or other hazardous materials.	Inspections and testing for asbestos, lead-based paint, and hazardous material will be confirmed for any bridges, buildings, and other structures that will be disturbed or demolished. Prior to acquisition of any site, a site-specific Initial Site Assessment Phase I ESA will be conducted.	Region Engineering	Construction Contractor	Pre-Construction	NEW COMMITMENT: I-25 Reevaluation, page 23	Book 2 Section 5 - Environmental	No				
36	Compliance	Design-Build Considerations for Environmental Compliance	Design-build Contractor will develop an Environmental Compliance Work Plan for review and approval by CDOT.	Region Environmental	Construction Contractor	Pre-Construction	NEW COMMITMENT: I-25 Reevaluation, page 35	Book 2 Section 5 - Environmental	No				