

11.0 CHAPTER 11 SUMMARY OF MITIGATION COMMITMENTS

This section summarizes the mitigation measures identified by the Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) to eliminate or minimize social and environmental impacts from each of the Build Alternatives. 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). Commitments regarding mitigation measures and monitoring actions associated with a selected alternative will be included in the Record of Decision.

Exhibit 11-1 summarizes the potential impacts and benefits of each project alternative and presents mitigation approaches for each phase to minimize or avoid impacts.

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1	Air Quality	Pueblo County is currently in attainment of the National Ambient Air Quality Standards (NAAQS) for all criteria pollutants; therefore, no regional air quality conformity analysis or project/meso-scale corridor level analysis was required or performed for this project. As no adverse air quality impacts are anticipated to occur as the result of the proposed improvement, mitigation is not required from an air quality standpoint.	None needed.	N/A	N/A	N/A
2	Air Quality	No Carbon Monoxide NAAQS violations are expected and improvements in travel performance should lessen the potential occurrence.	None needed.	N/A	N/A	N/A
3	Air Quality	Exceedance of NAAQS for PM₁₀ is not expected and improvements in travel performance should lessen the potential occurrence.	None needed.	N/A	N/A	N/A
4	Air Quality	Mobile Source Air Toxics emissions are proportionate to the increase in vehicle miles traveled over the No Action Alternative.	None needed.	N/A	N/A	N/A
5	Air Quality	Construction impacts from excavation, grading, and fill work could increase local fugitive dust and exhaust emissions.	Contractors will be required to reduce fugitive dust emissions during construction by implementing Best Management Practices (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	Throughout Construction during Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-10.4
6	Air Quality	Construction impacts from excavation, grading, and fill work could increase local fugitive dust and exhaust emissions.	All work performed on the project will be in accordance with appropriate CDOT Standard Specifications for Roadway and Bridge Construction.	CDOT	During Final Design and Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-10.4
7	Air Quality	Construction impacts from excavation, grading, and fill work could increase local fugitive dust and exhaust emissions.	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	Throughout Construction during Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-10.4
8	Air Quality	Construction impacts from excavation, grading, and fill work could increase local fugitive dust and exhaust emissions.	The following specific construction mitigation measures to reduce impacts will be used where appropriate: - Use water or wetting agents to control dust	CDOT	Throughout Construction during Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-10.4

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9	Air Quality	Construction impacts from excavation, grading, and fill work could increase local fugitive dust and exhaust emissions.	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 tracked onto public streets.	CDOT	Throughout Construction during Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-10.4
10	Air Quality	Construction impacts from excavation, grading, and fill work could increase local fugitive dust and exhaust emissions.	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	Throughout Construction during Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-10.4
11	Air Quality	Construction impacts from excavation, grading, and fill work could increase local fugitive dust and exhaust emissions.	The following specific construction mitigation measures to reduce impacts will be used where appropriate: - Use a binding agent for long-term excavated materials	CDOT	Throughout Construction during Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-10.4
12	Air Quality	Construction impacts from excavation, grading, and fill work could increase local fugitive dust and exhaust emissions.	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	Throughout Construction during Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-10.4
13	Energy	On a daily basis, the difference in energy use between the Build Alternatives and the No Action Alternative is negligible.	None needed.	N/A	N/A	N/A

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14	Energy	Construction of the 36.07 total lane miles in the North Area (Phase 1) requires 863,400 million British thermal units (Btu) of energy consumption .	As part of its environmental ethic and policy, CDOT encourages its staff, consultants, and contractors to identify opportunities and methods to reduce the impact of projects and programs on environmental resources. This encouragement includes a commitment to allow innovative programs and flexibility in project planning, construction, and maintenance for the use of sustainable processes and materials. This may include such concepts as natural resource conservation, waste minimization, materials reuse, minimal use of native virgin materials, conservation and efficient use of water and energy, air pollution prevention, preference for "green" purchasing (including recycled and minimally processed items), and preference for locally available resources.	CDOT	During Final Design and Throughout Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-17.4
15	Energy	Construction of the 54.10 total lane miles in the Central (Phase 2) and South Areas requires 1,330,600 million Btu(s) of energy consumption .	As part of its environmental ethic and policy, CDOT encourages its staff, consultants, and contractors to identify opportunities and methods to reduce the impact of projects and programs on environmental resources. This encouragement includes a commitment to allow innovative programs and flexibility in project planning, construction, and maintenance for the use of sustainable processes and materials. This may include such concepts as natural resource conservation, waste minimization, materials reuse, minimal use of native virgin materials, conservation and efficient use of water and energy, air pollution prevention, preference for "green" purchasing (including recycled and minimally processed items), and preference for locally available resources.	CDOT	During Final Design and Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-17.4

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16	Energy	Construction of the 36.07 total lane miles in the North Area (Phase 1) requires 863,400 million Btu(s) of energy consumption .	CDOT encourages the identification and incorporation of proven materials that are longer lasting and require less maintenance when use of such materials is consistent with CDOT's ability to meet its primary obligations of providing a safe and efficient transportation system. Alternative materials and practices can and must meet the performance goals of CDOT construction specifications, demonstrate legitimate expenditure of public funds, and comply with all other applicable laws and regulations.	CDOT	During Final Design and Throughout Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-17.4
17	Energy	Construction of the 54.10 total lane miles in the Central and South Area (Phase 2) requires 1,330,600 million Btu(s) of energy consumption .	CDOT encourages the identification and incorporation of proven materials that are longer lasting and require less maintenance when use of such materials is consistent with CDOT's ability to meet its primary obligations of providing a safe and efficient transportation system. Alternative materials and practices can and must meet the performance goals of CDOT construction specifications, demonstrate legitimate expenditure of public funds, and comply with all other applicable laws and regulations.	CDOT	During Final Design and Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-17.4
18	Energy	Construction of the 36.07 total lane miles in the North Area (Phase 1) requires 863,400 million Btu(s) of energy consumption .	To the extent practicable, CDOT will implement sustainability practices into the project planning, construction, and maintenance to minimize impacts and reduce energy use.	CDOT	During Final Design and Throughout Construction and Post-Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-17.4
19	Energy	Construction of the 54.10 total lane miles in the Central and South Areas (Phase 2) requires 1,330,600 million Btu(s) of energy consumption .	To the extent practicable, CDOT will implement sustainability practices into the project planning, construction, and maintenance to minimize impacts and reduce energy use.	CDOT	During Final Design and Throughout Construction and Post-Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-17.4
20	Fish and Wildlife	Direct loss of 5.04 acres of wildlife habitat 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	Throughout Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-12.9

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21	Fish and Wildlife	Direct loss of 13.06 acres of wildlife habitat in the Central and South Areas (Phase 2). Shifting I-25 to the east would result in fragmentation of riparian habitat along the Arkansas River and removal of 60 percent of the wooded upland habitat and almost all of the wetland near Santa Fe Avenue.	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	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.9
22	Fish and Wildlife	Direct loss of 5.04 acres of wildlife habitat 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 Colorado Senate Bill 40 permit from the Colorado Parks and Wildlife (CPW). Following final design, an application for Colorado Senate Bill 40 Wildlife Certification may be required if the project does not fall within CDOT's Programmatic Agreement (PA) 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/CPW	During Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-12.10
23	Fish and Wildlife	Direct loss of 13.06 acres of wildlife habitat in the Central and South Areas (Phase 2). Shifting I-25 to the east would result in fragmentation of riparian habitat along the Arkansas River and removal of 60 percent of the wooded upland habitat and almost all of the wetland near Santa Fe Avenue.	CDOT may be required to obtain a Colorado Senate Bill 40 permit from the CPW. Following final design, an application for Colorado Senate Bill 40 Wildlife Certification may be required if the project does not fall within CDOT's PA 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/CPW	During Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.10
24	Fish and Wildlife	Loss of low-quality nesting habitat for migratory birds .	Under the Migratory Bird Treaty Act, construction activities that would otherwise result in the take of migratory birds, eggs, young, and/or active nests should be avoided during the nesting season. Most migratory bird nesting activity in eastern Colorado occurs each year between April 1 and August 31.	CDOT	Nesting Season of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.9

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25	Fish and Wildlife	Loss of low-quality nesting habitat for migratory birds .	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 U.S. Fish and Wildlife Service 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/United States Fish and Wildlife Service	Nesting Season of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.9
26	Fish and Wildlife	Loss of low-quality nesting habitat for migratory birds .	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	Nesting Season of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.9,10

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27	Fish and Wildlife	Construction of new bridge piers over the Arkansas River would impact 0.08 acres of open water .	CDOT may be required to obtain a Colorado Senate Bill 40 permit from the CPW. Following final design, an application for a Colorado Senate Bill 40 Wildlife Certification may be required if the project does not fall within CDOT's PA 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/CPW	During Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.10
28	Fish and Wildlife	Construction of new bridge piers over the Arkansas River would impact 0.08 acres of open water .	All bridge work on the project will be performed in accordance with appropriate CDOT Standard Specifications for Roadway and Bridge Construction and will comply with applicable laws and MOAs.	CDOT/CPW	During Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.10
29	Fish and Wildlife	Noise from construction activities could affect wildlife species, and could temporarily displace priority bird species. Construction activities could also affect wildlife by removing vegetation and wildlife habitats.	BMPs will be adopted to minimize construction impacts on wildlife and habitat 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.9
30	Fish and Wildlife	Noise from construction activities could affect wildlife species, and could temporarily displace priority bird species. Construction activities could also affect wildlife by removing vegetation and wildlife habitats.	A concrete truck washout area will be constructed at the project site with the following specifications: - Suitable locations within the CDOT ROW 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.10

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31	Fish and Wildlife	Both Alternatives result in noise from construction activities that could affect wildlife species, and could temporarily displace priority bird species. Construction activities could also affect wildlife by removing vegetation and wildlife habitats.	No fertilizer, hydrofertilizer, or hydromulching will be allowed adjacent to any stream or wetland.	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.10
32	Fish and Wildlife	Both Alternatives result in noise from construction activities that could affect wildlife species, and could temporarily displace priority bird species. Construction activities could also affect wildlife 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	During Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.10
33	Fish and Wildlife	Both Alternatives result in noise from construction activities that could affect wildlife species, and could temporarily displace priority bird species. Construction activities could also affect wildlife 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-12.10

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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 floodplain 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 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 FIRM revisions through FEMA. If there are significant impacts to the floodplains or expected encroachments on the floodways, 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. Should there be encroachment on the Fountain Creek, the following mitigation measures would be implemented.	CDOT/FEMA	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-14.9
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 floodplain 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 bridge. Scouring and erosion may result at the US 50B bridge.	The small additional area in the North Area (Phase 1) within the Fountain Creek Floodplain that is currently shown to be inundated during the 100-year flood event (see Exhibit 3.14-2) 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 of Pueblo (City) property will be managed in perpetuity as part of the Fountain Creek recreation area. The City has agreed in its March 2010 MOU with CDOT that no structures will be permitted in this area (see Appendix F).	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-14.9

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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 floodplain 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 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 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 Fountain Creek Watershed Study).	CDOT/USACE	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-14.9
37	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 floodplain 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 bridge. Scouring and erosion may result at the US 50B bridge.	The design of any selected alternative will comply with Executive Order (EO) 11988, "Floodplain Management." In addition, State of Colorado drainage design standards will be applied to achieve results that will not increase or significantly change the flood elevations and/or limits.	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-14.9
38	Floodplains	Impacts to the Arkansas River floodplain for the Modified I-25 Alternative would be located east of the existing bridge and would result in a new transverse encroachment on the floodplain and floodway. River velocity in this location is low (less than 2 feet per second), and the impacts of encroachments for a new bridge are minimal. Implementation of the Modified I-25 Alternative would not flood any new areas that are not within the existing 100-year floodplain.	Per the analysis, impacts to the Arkansas River floodplain and floodway are expected to be minimal, and required mitigation measures will be limited to erosion protection for bridge structures. New bridge structures will have foundations designed to limit scour, and proposed abutments within the floodplain will be protected from erosion. Measures that may be used to protect the bridges include rip rap armoring of banks and slope paving.	CDOT	During Final Design and Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-14.9

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39	Floodplains	Impacts to the Arkansas River floodplain for the Modified I-25 Alternative would be located east of the existing bridge and would result in a new transverse encroachment on the floodplain and floodway. River velocity in this location is low (less than 2 feet per second), and the impacts of encroachments for a new bridge are minimal. Implementation of the Modified I-25 Alternative would not flood any new areas that are not within the existing 100-year floodplain.	The design of any selected alternative will comply with EO 11988, "Floodplain Management." In addition, State of Colorado drainage design standards will be applied to achieve results that will not increase or significantly change the flood elevations and/or limits.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-14.9
40	Hazardous Materials	Impacts two RECs in the North Area (Phase 1): River Street property and Rampart Supply.	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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-11.8
41	Hazardous Materials	Impacts two RECs 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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-11.8
42	Hazardous Materials	Impacts two RECs 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 materials (ACM), and a Health and Safety Plan will be developed in accordance with appropriate CDOT specifications.	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-11.8
43	Hazardous Materials	Impacts two RECs 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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-11.8
44	Hazardous Materials	Impacts two RECs 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 Colorado Department of Public Health and Environment (CDPHE) Water Quality Control Division.	CDOT/CHPHE	Throughout Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-11.8

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45	Hazardous Materials	Impacts five RECs in the Central and South Areas (Phase 2): Evraz Rocky Mountain Steel Mills slag piles, Evraz Steel Mills property, Pueblo MOP Yard, Pepsi-Cola Bottling Company, and the Rock Wool Industries Site.	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	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
46	Hazardous Materials	Impacts five RECs in the Central and South Areas (Phase 2): Evraz Rocky Mountain Steel Mills slag piles, Evraz Steel Mills property, Pueblo MOP Yard, Pepsi-Cola Bottling Company, and the Rock Wool Industries Site.	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	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
47	Hazardous Materials	Impacts five RECs in the Central and South Areas (Phase 2): Evraz Rocky Mountain Steel Mills slag piles, Evraz Steel Mills property, Pueblo MOP Yard, Pepsi-Cola Bottling Company, and the Rock Wool Industries Site.	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	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
48	Hazardous Materials	Impacts five RECs in the Central and South Areas (Phase 2): Evraz Rocky Mountain Steel Mills slag piles, Evraz Steel Mills property, Pueblo MOP Yard, Pepsi-Cola Bottling Company, and the Rock Wool Industries Site.	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	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
49	Hazardous Materials	Impacts five RECs in the Central and South Areas (Phase 2): Evraz Rocky Mountain Steel Mills slag piles, Evraz Steel Mills property, Pueblo MOP Yard, Pepsi-Cola Bottling Company, and the Rock Wool Industries Site.	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/CHPHE	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
50	Hazardous Materials	Impacts five RECs in the Central and South Areas (Phase 2): Evraz Rocky Mountain Steel Mills slag piles, Evraz Steel Mills property, Pueblo MOP Yard, Pepsi-Cola Bottling Company, and the Rock Wool Industries Site.	Groundwater monitoring wells at the Pepsi-Cola Bottling Company site that are abandoned will be plugged in accordance with appropriate CDOT specifications and in compliance with the Colorado Department of Natural Resources (DNR), Division of Water Resources, State Engineer Water Well Construction Rules.	CDOT/ DNR	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8

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51	Hazardous Materials	Impacts five RECs in the Central and South Areas (Phase 2): Evraz Rocky Mountain Steel Mills slag piles, Evraz Steel Mills property, Pueblo MOP Yard, Pepsi-Cola Bottling Company, and the Rock Wool Industries Site.	Byproducts of steel manufacturing shot and slag have been stockpiled at the Evraz Rocky Mountain Steel Mill site and will likely be encountered during construction. Special waste-handling and excavation requirements will be necessary during construction and will be developed once the chemical composition and volume of the material is known. Requirements may include disposal at a landfill that is permitted to accept this type of material, personal protective equipment for workers disturbing these areas, additional dust control measures and monitoring, and decontamination of the construction equipment.	CDOT	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
52	Hazardous Materials	Impacts four sites of potential environmental concern 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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-11.8
53	Hazardous Materials	Impacts four sites of potential environmental concern 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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-11.8
54	Hazardous Materials	Impacts four sites of potential environmental concern 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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-11.8
55	Hazardous Materials	Impacts four sites of potential environmental concern 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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-11.8

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56	Hazardous Materials	Impacts four sites of potential environmental concern 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/CDPHE	Throughout Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-11.8
57	Hazardous Materials	Impacts two sites of potential environmental concern in the Central and South Areas (Phase 2): Greenhorn Drive area and VAE Nortrak Corporation.	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	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
58	Hazardous Materials	Impacts two sites of potential environmental concern in the Central and South Areas (Phase 2): Greenhorn Drive area and VAE Nortrak Corporation.	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	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
59	Hazardous Materials	Impacts two sites of potential environmental concern in the Central and South Areas (Phase 2): Greenhorn Drive area and VAE Nortrak Corporation.	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	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
60	Hazardous Materials	Impacts two sites of potential environmental concern in the Central and South Areas (Phase 2): Greenhorn Drive area and VAE Nortrak Corporation.	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	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
61	Hazardous Materials	Impacts two sites of potential environmental concern in the Central and South Areas (Phase 2): Greenhorn Drive area and VAE Nortrak Corporation.	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/CDPHE	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8

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62	Hazardous Materials	As with any construction project that involves excavation there is the potential to unearth buried construction debris. Such unforeseen debris sometimes can include asbestos containing material 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	During Final Design and Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
63	Hazardous Materials	Byproducts of steel manufacturing shot and slag have been stockpiled at the Evraz Rocky Mountain Steel Mill site and will likely be encountered during construction. Special waste handling and excavation requirements will be necessary during construction.	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	During Final Design and Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
64	Hazardous Materials	As with any construction project that involves excavation there is the potential to unearth buried construction debris. Such unforeseen debris sometimes can include asbestos containing material 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8
65	Hazardous Materials	Byproducts of steel manufacturing shot and slag have been stockpiled at the Evraz Rocky Mountain Steel Mill site and will likely be encountered during construction. Special waste handling and excavation requirements will be necessary during construction.	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	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-11.8

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66	Historic Resources	In the North Area (Phase 1), there is the potential to impact 1 Needs Data archaeological site .	The PA includes stipulations for archaeological data recovery excavations and testing. The PA is included in Appendix H .	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-2.19
67	Historic Resources	In the Central and South Areas (Phase 2), there are adverse affects to 2 historic archaeological sites and the potential to impact 1 Needs Data archaeological site .	The PA includes stipulations for archaeological data recovery excavations and testing. The PA is included in Appendix H .	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-2.19
68	Historic Resources	Adverse effects to and Section 4(f) use of 24 historic resources in the North Area (Phase 1), including adverse effects to the North Side and Second Ward Historic Districts.	The PA 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. The PA was signed by the signatories and invited signatories in July 2012. Of the concurring parties, Colorado Preservation Incorporated signed the PA in August 2012. The National Trust for Historic Preservation, Steelworks Museum/-Bessemer Historical Society, and Evraz Rocky Mountain Steel Mill declined to sign the agreement. The City of Pueblo Historic Preservation Commission also was given an opportunity to review the PA but have not yet signed it.	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-2.19
69	Historic Resources	Adverse effects to and Section 4(f) use of 14 historic resources in the Central and South Areas (Phase 2), including adverse effects to the Steelworks Suburbs and Grove Historic Districts.	The PA 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. The PA was signed by the signatories and invited signatories in July 2012. Of the concurring parties, Colorado Preservation Incorporated signed the PA in August 2012. The National Trust for Historic Preservation, Steelworks Museum/-Bessemer Historical Society, and Evraz Rocky Mountain Steel Mill declined to sign the agreement. The City of Pueblo Historic Preservation Commission also was given an opportunity to review the PA but have not yet signed it.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-2.19

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70	Historic Resources	Adverse effects to and Section 4(f) use of 24 historic resources in the North Area (Phase 1), including adverse effects to the North Side and Second Ward Historic Districts.	The PA reflects efforts by FHWA, CDOT, the State Historic Preservation Office (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. The selected mitigation will resolve the adverse effects to historic properties that would result from the project. The PA is included in Appendix H .	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-2.19
71	Historic Resources	Adverse effects to and Section 4(f) use of 14 historic resources in the Central and South Areas (Phase 2), including adverse effects to the Steelworks Suburbs and Grove Historic Districts.	The PA reflects efforts by FHWA, CDOT, the 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. The selected mitigation will resolve the adverse effects to historic properties that would result from the project. The PA is included in Appendix H .	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-2.19
72	Land Use	Project improvements are consistent with the <i>Pueblo Comprehensive Plan, Pueblo Roadway Corridor Right-of-way Preservation Plan, Historic Arkansas Riverwalk of Pueblo development plan, and the Central Pueblo Framework Plan</i> .	None needed.	N/A	N/A	N/A
73	Land Use	Improvements are not consistent with current land uses in the Central Area (Phase 2); however, they are consistent with future planned land uses, including urban residential, urban mixed use, and light industrial employment centers.	None needed.	N/A	N/A	N/A

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74	Noise	Receptors R22, R23, R27, R28, R29, R30, and R37 in the North Area (Phase 1) would meet or exceed CDOT's noise abatement criteria.	Approximately 7,660 linear feet of noise mitigation structures will be constructed by CDOT to reduce the noise impact for either of the Build Alternatives in the North Area (Phase 1). Additional noise analysis will be performed during final design to refine the final mitigation measures and dimensions. As part of the CDOT Noise Analysis and Abatement Guidelines (CDOT, 2011), CDOT will solicit current residential occupants and property owners' opinions on whether to build or not build the abatement measures recommended for the Modified I-25 Alternative (Preferred Alternative). A vote of equal standing will be provided one resident and one owner per benefited dwelling unit prior to the signing of the Record of Decision. Note: Noise walls were determined to be the most appropriate mitigation strategy for this project, except for Mineral Palace Park where berms would better fit the context of the park. Mitigation is described in more detail in Section 3.5 Noise.	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-5.11
75	Noise	Receptors R2-R3 in the South Area (Phase 2) would meet or exceed CDOT's noise abatement criteria.	Approximately 4,840 linear feet of noise mitigation structures will be constructed by CDOT to reduce the noise impact at JJ Raigoza Park and the residences located along Evans Avenue between Maryland in the South Area (Phase 2) of the corridor for either Build Alternative. Additional noise analysis will be performed during final design to refine the final mitigation measures and dimensions. As part of the CDOT Noise Analysis and Abatement Guidelines (CDOT, 2011), CDOT will solicit current residential occupants and property owners' opinions on whether to build or not build the abatement measures recommended for the Modified I-25 Alternative (Preferred Alternative). A vote of equal standing will be provided one resident and one owner per benefited dwelling unit prior to the signing of the Record of Decision.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-5.11

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76	Noise	Receptor R5 would be impacted in the Central Area (Phase 2) under the Modified I-25 Alternative.	Approximately 2,000 linear feet of noise mitigation structures will be constructed by CDOT to reduce the noise impact at the Evans Avenue residences between Indiana and Jones Avenues. Additional noise analysis will be performed during final design to refine the final mitigation measures and dimensions. As part of the CDOT Noise Analysis and Abatement Guidelines (CDOT, 2011), CDOT will solicit current residential occupants and property owners' opinions on whether to build or not build the abatement measures recommended for the Modified I-25 Alternative (Preferred Alternative). A vote of equal standing will be provided one resident and one owner per benefited dwelling unit prior to the signing of the Record of Decision.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-5.14
77	Noise	Construction would create temporary noise impacts .	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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-5.11
78	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with noxious weeds , 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. CDOT will provide the Noxious Weed Management Plan to the CPW for review prior to its completion.	CDOT	During Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-18.3

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79	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with noxious weeds , 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 Modified I-25 Alternative (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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-18.3
80	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with noxious weeds , 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 Modified I-25 Alternative (Preferred Alternative) to prevent the spread of noxious weeds will include the following:- Areas of topsoil salvage will be assessed for the presence and abundance of noxious weeds prior to salvage. Topsoil from heavily infested areas will be properly disposed of offsite or buried during construction. Contractor-furnished topsoil will be free of subsoil, refuse, stumps, roots, brush, weeds, or other substances detrimental to the development of vegetative growth.	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-18.3
81	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with noxious weeds , 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 Modified I-25 Alternative (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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-18.3

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82	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with noxious weeds , 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 Modified I-25 Alternative (Preferred Alternative) to prevent the spread of noxious weeds will include the following: - Certified weed-free seed mixes and 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-18.3
83	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with noxious weeds , 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 Modified I-25 Alternative (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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-18.3
84	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with noxious weeds , 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 Modified I-25 Alternative (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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-18.3
85	Noxious Weeds	Ground disturbance and other construction activities in the project area may expand areas already infested with noxious weeds , 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	Post-Construction after Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-18.3
86	Paleontology	Neither of the Build Alternatives would impact any known significant paleontological resources .	If any fossils or other paleontological resources 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-19.1

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87	Parks and Recreation	Without mitigation, the Detention Ponds between 29th Street and 24th Street 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 east 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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.20
88	Parks and Recreation	Without mitigation, JJ Raigoza Park would experience an increase in noise. No direct impacts would occur.	CDOT will construct noise mitigation structures to reduce the noise impact to the Evans area between Maryland Avenue and Nevada Avenue. Noise mitigation is detailed in Section 3.5 Noise .	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.24
89	Parks and Recreation	Widening of I-25 adjacent to Mineral Palace Park 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 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.	City staff and citizens participated in an extensive public involvement process to determine adequate mitigation for impacts to Mineral Palace Park. This process resulted in the development of a restoration plan for the park that is illustrated in Exhibit 3.3 13. The restoration plan will adhere to a theme of celebrating the past and connecting to neighborhoods. The restoration plan is a master plan for the park restoration in general, not a design plan. Key components of the plan include the following: - 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 Memorandum of Understanding (MOU) between the City and CDOT (see Appendix F). The MOU contains commitments from CDOT to construct park improvements and lays out the responsibilities of the City to accept ownership and maintenance responsibility for those improvements, once completed. - 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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.20, 21, 22, 23

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89 (Cont.)			<ul style="list-style-type: none"> - 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 handicap 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. - Add mitigation structures. Noise mitigation features (such as walls and earthen berms) will be added to reduce noise from I-25. - 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. - Enlarge Lake Clara. Lake Clara will be expanded so that it will function as a healthy lake with adequate space. - Move the maintenance facility. The maintenance facility will be relocated out of the park to add more usable parkland. - 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. - Relocate activities. Facilities and activity areas that are not noise sensitive will be moved closer to the highway. - 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 park. - Construct an amphitheater. An amphitheater will be constructed to help reintroduce concerts and events to the park. - 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 			

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			<p>be displayed.</p> <ul style="list-style-type: none"> - Improve handicap access. Handicap-accessible ramps and parking areas will be constructed, along with appropriate surfaces throughout the park. - Reconnect the boathouse with Lake Clara. Lake Clara will be enlarged so the boathouse will be reconnected to the lake. - 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. - Restore the gardens. Some of the gardens around the park will be restored to their historic splendor. 			
90	Parks and Recreation	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 Section 4(f) use and acquisition of 6.26 acres of property from Fountain Creek Park Land property. A retaining wall was incorporated into the design to avoid impacts to the Section 6(f) resource at US 50B. Temporary detours of the Fountain Creek Trail would be required to protect the public when construction is occurring above the trail. Land acquisition from the Fountain Creek Park Land would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.	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.	CDOT	Post-Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.23
91	Parks and Recreation	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 Section 4(f) use and acquisition of 6.26 acres of property from Fountain Creek Park Land property. A retaining wall was incorporated into the design to avoid impacts to the Section 6(f) resource at US 50B. Temporary detours of the Fountain Creek Trail would be required to protect the public when construction is occurring above the trail. Land acquisition from the Fountain Creek Park Land would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.	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.	CDOT	Throughout Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.23

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92	Parks and Recreation	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 Section 4(f) use and acquisition of 6.26 acres of property from Fountain Creek Park Land property. A retaining wall was incorporated into the design to avoid impacts to the Section 6(f) resource at US 50B. Temporary detours of the Fountain Creek Trail would be required to protect the public when construction is occurring above the trail. Land acquisition from the Fountain Creek Park Land would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.	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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.23
93	Parks and Recreation	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 Section 4(f) use and acquisition of 6.26 acres of property from Fountain Creek Park Land property. A retaining wall was incorporated into the design to avoid impacts to the Section 6(f) resource at US 50B. Temporary detours of the Fountain Creek Trail would be required to protect the public when construction is occurring above the trail. Land acquisition from the Fountain Creek Park Land would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.	Areas of temporary occupancy will be regraded, revegetated, and returned to pre-construction conditions for recreational use after construction.	CDOT	Post-Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.23
94	Parks and Recreation	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 Section 4(f) use and acquisition of 6.26 acres of property from Fountain Creek Park Land property. A retaining wall was incorporated into the design to avoid impacts to the Section 6(f) resource at US 50B. Temporary detours of the Fountain Creek Trail would be required to protect the public when construction is occurring above the trail. Land acquisition from the Fountain Creek Park Land would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.	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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.23

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95	Parks and Recreation	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 Section 4(f) use and acquisition of 6.26 acres of property from Fountain Creek Park Land property. A retaining wall was incorporated into the design to avoid impacts to the Section 6(f) resource at US 50B. Temporary detours of the Fountain Creek Trail would be required to protect the public when construction is occurring above the trail. Land acquisition from the Fountain Creek Park Land would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.	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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.23
96	Parks and Recreation	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 Section 4(f) use and acquisition of 6.26 acres of property from Fountain Creek Park Land property. A retaining wall was incorporated into the design to avoid impacts to the Section 6(f) resource at US 50B. Temporary detours of the Fountain Creek Trail would be required to protect the public when construction is occurring above the trail. Land acquisition from the Fountain Creek Park Land would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.	New pedestrian signage will be added to improve awareness of, and guide residents to the Fountain Creek Park Land.	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.24
97	Parks and Recreation	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 Section 4(f) use and acquisition of 6.26 acres of property from Fountain Creek Park Land property. A retaining wall was incorporated into the design to avoid impacts to the Section 6(f) resource at US 50B. Temporary detours of the Fountain Creek Trail would be required to protect the public when construction is occurring above the trail. Land acquisition from the Fountain Creek Park Land would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.	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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.23

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98	Parks and Recreation	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 Section 4(f) use and acquisition of 6.26 acres of property from Fountain Creek Park Land property. A retaining wall was incorporated into the design to avoid impacts to the Section 6(f) resource at US 50B. Temporary detours of the Fountain Creek Trail would be required to protect the public when construction is occurring above the trail. Land acquisition from the Fountain Creek Park Land would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.	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 LWCF in supporting preservation of outdoor recreation in this area.	CDOT	Post-Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.24
99	Parks and Recreation	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 Section 4(f) use and acquisition of 6.26 acres of property from Fountain Creek Park Land property. A retaining wall was incorporated into the design to avoid impacts to the Section 6(f) resource at US 50B. Temporary detours of the Fountain Creek Trail would be required to protect the public when construction is occurring above the trail. Land acquisition from the Fountain Creek Park Land would constitute a conversion of Section 6(f)(3) assisted property to a transportation use.	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 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. CDOT has coordinated with the CPW and the 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 Appendix B). 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.	DOI	Post-Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-3.20
100	Parks and Recreation	Temporary detours and/or closures and Section 4(f) use of the Arkansas River Trail would be required to protect the public when construction is occurring above the trail.	CDOT will provide advance notice to the public of river closures or temporary detours and/or closures of the Arkansas River Trail during construction. Access will be maintained as much as possible to minimize impacts to users.	CDOT	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.24

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101	Parks and Recreation	Requires Section 4(f) use and total acquisition of Benedict Park (1.92 acres) and its facilities, and the conversion of Section 6(f)(3) assisted property to a transportation use.	CDOT will construct a new Benedict Park south of the existing park location between Mesa Avenue and Northern Avenue. The new park would be a minimum 3.93 acres to a maximum 4.30 acres in size. This range reflects ongoing efforts to refine the design to avoid impacts to residential parcels south of Mesa Avenue. The new park will be constructed on remnant parcels of the land required for the changes in access due to the closures of Taylor Avenue and Rio Grande Avenue, as described in Section 3.1 Transportation . Playground equipment from the original Benedict Park will be relocated, most likely to the St. Mary's Church property. CDOT has discussed this mitigation with representatives from St. Mary's Church and will coordinate with the property owners prior to relocating the equipment.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.28
102	Parks and Recreation	Requires Section 4(f) use and total acquisition of Benedict Park (1.92 acres) and its facilities, and the conversion of Section 6(f)(3) assisted property to a transportation use.	The mitigation plan for Benedict Park is illustrated in Exhibit 3.3-17 and Exhibit 3.3-18 . The new park plans proposed under the Modified I-25 Alternative (Preferred Alternative) address several issues at the existing park, including lack of parking and the need for a shelter house, trees, and improved lighting.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.28, 29, 30
103	Parks and Recreation	Requires Section 4(f) use and total acquisition of Benedict Park (1.92 acres) and its facilities, and the conversion of Section 6(f)(3) assisted property to a transportation use.	The elevation of Northern Avenue and Mesa Avenue would allow the new Benedict Park to be constructed on an elevated berm to allow for an overlook into the Ervaz Rocky Mountain Steel Mill. The mainline of the interstate will be constructed lower than the existing grade so it will be out of the line of sight for the new park. Moving the park south of Mesa Avenue would improve access and reconnect neighborhoods that were severed from the park by the original construction of I-25. Large pedestrian-friendly sidewalks are proposed on Mesa Avenue to connect the neighborhoods east and west of I-25.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.28

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104	Parks and Recreation	Requires Section 4(f) use and total acquisition of Benedict Park (1.92 acres) and its facilities, and the conversion of Section 6(f)(3) assisted property to a transportation use.	In accordance with LWCF program requirements, no overhead wires will be installed at the park. A sign acknowledging the assistance from the LWCF will be posted in a prominent public area visible to all visitors.	CDOT	Post-Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.28
105	Parks and Recreation	Realignment of I-25 to the east would construct four new bridges over the Arkansas River with 18 bridge piers, and require the relocation of trails and an existing pedestrian bridge. These improvements would require the Section 4(f) use and acquisition of up to 2.81 acres from the Runyon/Fountain State Wildlife Area . I-25 reconstruction would temporarily impact the Thomas Phelps Creek Trail in the Runyon/Fountain Lakes State Wildlife Area . (Based on boundary maps for the project, is it unclear whether this land is actually within the legal boundary for this property. This will be resolved in further consultation with the CPW as the project is developed and funded.) Property acquisition and demolition of the existing pedestrian bridge constitutes a conversion of Section 6(f)(3) assisted property to a transportation use.	The Arkansas River Pedestrian Bridge and connecting trail would be reconstructed just east of the proposed Stanton Avenue Bridge. It will be developed in consultation with both the City of Pueblo and the Colorado Parks and Wildlife Division.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.24

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106	Parks and Recreation	<p>Realignment of I-25 to the east would construct four new bridges over the Arkansas River with 18 bridge piers, and require the relocation of trails and an existing pedestrian bridge. These improvements would require the Section 4(f) use and acquisition of up to 2.81 acres from the Runyon/Fountain State Wildlife Area.</p> <p>I-25 reconstruction would temporarily impact the Thomas Phelps Creek Trail in the Runyon/Fountain Lakes State Wildlife Area. (Based on boundary maps for the project, is it unclear whether this land is actually within the legal boundary for this property. This will be resolved in further consultation with the CPW as the project is developed and funded.)</p> <p>Property acquisition and demolition of the existing pedestrian bridge constitutes 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 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 DOI with regard to the conversion of Section 6(f)(3) assisted property (see correspondence dated June 25, 2012 and July 10, 2012 in Appendix B). 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	Post-Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.20
107	Parks and Recreation	<p>Realignment of I-25 to the east would construct four new bridges over the Arkansas River with 18 bridge piers, and require the relocation of trails and an existing pedestrian bridge. These improvements would require the Section 4(f) use and acquisition of up to 2.81 acres from the Runyon/Fountain State Wildlife Area.</p> <p>I-25 reconstruction would temporarily impact the Thomas Phelps Creek Trail in the Runyon/Fountain Lakes State Wildlife Area. (Based on boundary maps for the project, is it unclear whether this land is actually within the legal boundary for this property. This will be resolved in further consultation with the CPW as the project is developed and funded.)</p> <p>Property acquisition and demolition of the existing pedestrian bridge constitutes a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	<p>Trees and plantings will be included in the project to offset any loss of vegetation from shading that would occur under the new bridges.</p>	CDOT	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.24

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108	Parks and Recreation	<p>Realignment of I-25 to the east would construct four new bridges over the Arkansas River with 18 bridge piers, and require the relocation of trails and an existing pedestrian bridge. These improvements would require the Section 4(f) use and acquisition of up to 2.81 acres from the Runyon/Fountain State Wildlife Area.</p> <p>I-25 reconstruction would temporarily impact the Thomas Phelps Creek Trail in the Runyon/Fountain Lakes State Wildlife Area. (Based on boundary maps for the project, is it unclear whether this land is actually within the legal boundary for this property. This will be resolved in further consultation with the CPW as the project is developed and funded.)</p> <p>Property acquisition and demolition of the existing pedestrian bridge constitutes a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	The additional bridge piers would not preclude the City of Pueblo's plans for a boat crossing of the Arkansas River.	CDOT	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.24
109	Parks and Recreation	<p>Realignment of I-25 to the east would construct four new bridges over the Arkansas River with 18 bridge piers, and require the relocation of trails and an existing pedestrian bridge. These improvements would require the Section 4(f) use and acquisition of up to 2.81 acres from the Runyon/Fountain State Wildlife Area. I-25 reconstruction would temporarily impact the Thomas Phelps Creek Trail in the Runyon/Fountain Lakes State Wildlife Area. (Based on boundary maps for the project, is it unclear whether this land is actually within the legal boundary for this property. This will be resolved in further consultation with the CPW as the project is developed and funded.)</p> <p>Property acquisition and demolition of the existing pedestrian bridge constitutes a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	Any impacted trail segments that are currently surfaced with asphalt will be replaced and upgraded with concrete.	CDOT	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.24

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110	Parks and Recreation	<p>Realignment of I-25 to the east would construct four new bridges over the Arkansas River with 18 bridge piers, and require the relocation of trails and an existing pedestrian bridge. These improvements would require the Section 4(f) use and acquisition of up to 2.81 acres from the Runyon/Fountain State Wildlife Area.</p> <p>I-25 reconstruction would temporarily impact the Thomas Phelps Creek Trail in the Runyon/Fountain Lakes State Wildlife Area. (Based on boundary maps for the project, is it unclear whether this land is actually within the legal boundary for this property. This will be resolved in further consultation with the CPW as the project is developed and funded.)</p> <p>Property acquisition and demolition of the existing pedestrian bridge constitutes a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	The Stanton Avenue extension will also provide additional parking for the Runyon/Fountain Lakes State Wildlife Area.	CDOT	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.24
111	Parks and Recreation	<p>Realignment of I-25 to the east would construct four new bridges over the Arkansas River with 18 bridge piers, and require the relocation of trails and an existing pedestrian bridge. These improvements would require the Section 4(f) use and acquisition of up to 2.81 acres from the Runyon/Fountain State Wildlife Area.</p> <p>I-25 reconstruction would temporarily impact the Thomas Phelps Creek Trail in the Runyon/Fountain Lakes State Wildlife Area. (Based on boundary maps for the project, is it unclear whether this land is actually within the legal boundary for this property. This will be resolved in further consultation with the CPW as the project is developed and funded.)</p> <p>Property acquisition and demolition of the existing pedestrian bridge constitutes a conversion of Section 6(f)(3) assisted property to a transportation use.</p>	<p>At least 0.66 mile of new trail will be constructed in the Runyon/Fountain Lakes State Wildlife Area, including a trail that will connect the Runyon Field Sports Complex and the Arkansas River area with several neighborhood parks to the south that are currently disconnected from recreational resources north of the Arkansas River.</p> <p>A sign acknowledging assistance from the LWCF will be posted in a prominent public area visible to all visitors.</p>	CDOT	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-3.24
112	Right-of-Way	Construction of highway improvements in the North Area (Phase 1) would require a total of 102 acquisitions (74 total and 28 partial) and 56 acres (35 total and 21 partial).	All property acquisition 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	ROW acquisition for Phase 1	I-25 Improvements through Pueblo FEIS page 3-4.14

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113	Right-of-Way	Construction of highway improvements in the North Area (Phase 1) would require a total of 102 acquisitions (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 Appendix F). A future Intergovernmental Agreement will address ownership of excess ROWs.	CDOT/City	ROW acquisition for Phase 1	I-25 Improvements through Pueblo FEIS page 3-4.14
114	Right-of-Way	Construction of highway improvements in the Central and South Areas (Phase 2) would require a total of 207 acquisitions (172 total and 35 partial) and 122 acres (49 total and 73 partial).	All property acquisition 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	ROW acquisition for Phase 2	I-25 Improvements through Pueblo FEIS page 3-4.14
115	Right-of-Way	Construction of highway improvements in the Central and South Areas (Phase 2) would require a total of 207 acquisitions (172 total and 35 partial) and 122 acres (49 total and 73 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 Appendix F). A future Intergovernmental Agreement will address ownership of excess ROWs.	CDOT/City	ROW acquisition for Phase 2	I-25 Improvements through Pueblo FEIS page 3-4.14
116	Right-of-Way	Residential property impacts in the North Area (Phase 1) include 16 total acquisitions (2 acres) and 0 partial acquisitions.	All property acquisition 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	ROW acquisition for Phase 1	I-25 Improvements through Pueblo FEIS page 3-4.14

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117	Right-of-Way	Residential property impacts in the Central and South Areas (Phase 2) include 101 total acquisitions (12 acres) and 0 partial acquisitions.	All property acquisition 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	ROW acquisition for Phase 2	I-25 Improvements through Pueblo FEIS page 3-4.14
118	Right-of-Way	Commercial property impacts in the North Area (Phase 1) include 28 total acquisitions (19 acres) and 12 partial acquisitions (13 acres).	All property acquisition 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	ROW acquisition for Phase 1	I-25 Improvements through Pueblo FEIS page 3-4.14
119	Right-of-Way	Commercial property impacts in the North Area (Phase 1) include 28 total acquisitions (19 acres) and 12 partial acquisitions (13 acres).	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 Appendix F). A future Intergovernmental Agreement will address ownership of excess ROWs.	CDOT/City	ROW acquisition for Phase 1	I-25 Improvements through Pueblo FEIS page 3-4.14
120	Right-of-Way	Commercial property impacts in the Central and South Areas (Phase 2) include 28 total acquisitions (15 acres) and 14 partial acquisitions (33 acres).	All property acquisition 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	ROW acquisition for Phase 2	I-25 Improvements through Pueblo FEIS page 3-4.14

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121	Right-of-Way	Commercial property impacts in the Central and South Areas (Phase 2) include 28 total acquisitions (15 acres) and 14 partial acquisitions (33 acres).	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 Appendix F). A future Intergovernmental Agreement will address ownership of excess ROWs.	CDOT/City	ROW acquisition for Phase 2	I-25 Improvements through Pueblo FEIS page 3-4.14
122	Right-of-Way	Vacant/undeveloped property impacts in the North Area (Phase 1) include 21 total acquisitions (9 acres) and 5 partial acquisitions (3 acres).	All property acquisition 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	ROW acquisition for Phase 1	I-25 Improvements through Pueblo FEIS page 3-4.14
123	Right-of-Way	Vacant/undeveloped property impacts in the North Area (Phase 1) include 21 total acquisitions (9 acres) and 5 partial acquisitions (3 acres).	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 Appendix F). A future Intergovernmental Agreement will address ownership of excess ROWs.	CDOT/City	ROW acquisition for Phase 1	I-25 Improvements through Pueblo FEIS page 3-4.14
124	Right-of-Way	Vacant/undeveloped property impacts in the Central and South Areas (Phase 2) include 37 total acquisitions (18 acres) and 17 partial acquisitions (39 acres).	All property acquisition 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	ROW acquisition for Phase 2	I-25 Improvements through Pueblo FEIS page 3-4.14

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125	Right-of-Way	Vacant/undeveloped property impacts in the Central and South Areas (Phase 2) include 37 total acquisitions (18 acres) and 17 partial acquisitions (39 acres).	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 Appendix F). A future Intergovernmental Agreement will address ownership of excess ROWs.	CDOT/City	ROW acquisition for Phase 2	I-25 Improvements through Pueblo FEIS page 3-4.14
126	Right-of-Way	A total of 25 businesses would be displaced in the North Area (Phase 1).	All property acquisition 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	ROW acquisition for Phase 1	I-25 Improvements through Pueblo FEIS page 3-4.14
127	Right-of-Way	A total of 40 businesses would be displaced in the Central and South Areas (Phase 2).	All property acquisition 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	ROW acquisition for Phase 2	I-25 Improvements through Pueblo FEIS page 3-4.14
128	Right-of-Way	Public property impacts in the North Area (Phase 1) include 9 total acquisitions (5 acres) and 11 partial acquisitions (5 acres).	These properties are considered mutually beneficial, and the MOU signed between CDOT and the City of Pueblo (see Appendix F) specifies the future land exchange, ownership, and maintenance responsibilities. A future Intergovernmental Agreement will address ownership of excess ROW. Mitigation is described in more detail in Section 3.4 Right-of-Way and Relocation .	CDOT/City	ROW acquisition for Phase 1	I-25 Improvements through Pueblo FEIS page 3-4.14

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129	Right-of-Way	Public property impacts in the Central and South Areas (Phase 2) include 6 total acquisitions (4 acres) and 4 partial acquisitions (2 acres).	These properties are considered mutually beneficial, and the MOU signed between CDOT and the City of Pueblo (see Appendix F) specifies the future land exchange, ownership, and maintenance responsibilities. A future Intergovernmental Agreement will address ownership of excess ROW. Mitigation is described in more detail in Section 3.4 Right-of-Way and Relocation .	CDOT/City	ROW acquisition for Phase 2	I-25 Improvements through Pueblo FEIS page 3-4.14
130	Sensitive Species	Impacts to 5.04 acres of plains leopard frog 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	Final Design and Throughout Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-13.9
131	Sensitive Species	Impacts to 5.04 acres of plains leopard frog 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	Throughout Construction and Post-Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-13.9
132	Sensitive Species	Impacts to 5.04 acres of plains leopard frog habitat in the North Area (Phase 1).	A Colorado Senate Bill 40 certification will be obtained by CDOT, as discussed in Section 3.12 Fish and Wildlife.	CPW	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-13.9
133	Sensitive Species	Impacts to 5.04 acres of plains leopard frog 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.	CPW	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-13.9
134	Sensitive Species	Impacts to 3.58 acres of plains leopard frog habitat in the Central and South Areas (Phase 2).	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	Final Design and Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-13.9
135	Sensitive Species	Impacts to 3.58 acres of plains leopard frog habitat in the Central and South Areas (Phase 2).	Habitat restoration or enhancement will be conducted to mitigate for impacts that could not be avoided, including impacts to the wetlands and riparian areas 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	Throughout Construction and Post-Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-13.9

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136	Sensitive Species	Impacts to 3.58 acres of plains leopard frog habitat in the Central and South Areas (Phase 2).	A Colorado Senate Bill 40 certification will be obtained by CDOT, as discussed in Section 3.12 Fish and Wildlife.	CPW	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-13.9
137	Sensitive Species	Impacts to 3.58 acres of plains leopard frog habitat in the Central and South Areas (Phase 2).	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.	CPW	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-13.9
138	Sensitive Species	Impacts to 0.13 acres of Arkansas darter 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	Final Design and Throughout Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-13.9
139	Sensitive Species	Impacts to 0.13 acres of Arkansas darter 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	Throughout Construction and Post-Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-13.9
140	Sensitive Species	Impacts to 0.13 acres of Arkansas darter habitat in the North Area (Phase 1).	A Colorado Senate Bill 40 certification will be obtained by CDOT, as discussed in Section 3.12 Fish and Wildlife.	CPW	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-13.9
141	Sensitive Species	Impacts to 0.13 acres of Arkansas darter habitat in the North Area (Phase 1).	Wildlife surveys will be completed prior to construction.	CPW	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-13.9
142	Sensitive Species	Impacts to 0.02 acres of Arkansas darter habitat in the Central and South Areas (Phase 2).	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	Final Design and Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-13.9
143	Sensitive Species	Impacts to 0.02 acres of Arkansas darter habitat in the Central and South Areas (Phase 2).	Habitat restoration or enhancement will be conducted to mitigate for impacts that could not be avoided, including impacts to the wetland and riparian areas 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	Throughout Construction and Post-Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-13.9
144	Sensitive Species	Impacts to 0.02 acres of Arkansas darter habitat in the Central and South Areas (Phase 2).	A Colorado Senate Bill 40 certification will be obtained by CDOT, as discussed in Section 3.12 Fish and Wildlife.	CPW	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-13.9

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145	Sensitive Species	Impacts to 0.02 acres of Arkansas darter habitat in the Central and South Areas (Phase 2).	Wildlife surveys will be completed prior to construction.	CPW	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-13.9
146	Social Resources, Economic Conditions, and Environmental Justice	25 businesses would be displaced in the North Area (Phase 1).	All property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), as described in Section 3.4 Right-of-Way and Relocations .	CDOT	ROW acquisition for Phase 1	I-25 Improvements through Pueblo FEIS page 3-6.19
147	Social Resources, Economic Conditions, and Environmental Justice	40 businesses would be displaced in the Central and South Areas (Phase 2).	All property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), as described in Section 3.4 Right-of-Way and Relocations .	CDOT	ROW acquisition for Phase 2	I-25 Improvements through Pueblo FEIS page 3-6.19
148	Social Resources, Economic Conditions, and Environmental Justice	Business relocations would impact employment (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.	To address the potential relocation of jobs along the project corridor, relocation areas for businesses serving the City and region will be identified. The <i>Pueblo Regional Development Plan</i> (Pueblo Area Council of Governments [PACOG], 2002); the <i>Central Pueblo Framework Plan</i> (PACOG, 2005); and the <i>Pueblo Expanded Urban Renewal Project</i> (Urban Renewal Authority of Pueblo, 2008) generally identify locations for employment-related land uses along the corridor. Efforts will be made to relocate displaced businesses within the City limits in order to maintain employment and tax revenues to the City.	CDOT	ROW acquisition for Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-6.19

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149	Social Resources, Economic Conditions, and Environmental Justice	I-25 would continue to travel through neighborhoods adjacent to the corridor. Community cohesion 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 Modified I-25 Alternative (Preferred Alternative) would provide additional connectivity.	For the Modified I-25 Alternative (Preferred Alternative), CDOT will construct a new Benedict Park south of the existing park location between Mesa Avenue and Northern Avenue. The new park would be a minimum of 3.93 acres to a maximum of 4.30 acres in size (2.01 acres to 2.38 acres larger than the existing park). The range in size reflects ongoing efforts to refine the design to avoid impacts to residential parcels south of Mesa Avenue. The mitigation for Benedict Park under the Modified I-25 Alternative (Preferred Alternative) is discussed in detail in Section 3.3 Parks and Recreation and Chapter 4 –Section 4(f) Evaluation . During final design, CDOT will consider the following opportunities to minimize impacts to Eiler Heights: <ul style="list-style-type: none"> - Options for redesign of structural walls that support the northbound ramp between Northern Avenue and Mesa Avenue. - A lower design speed for Mesa Avenue. This would require the City of Pueblo to grant a variance from City design standards. - A Value Engineering study to identify ways to reduce impacts throughout the corridor. CDOT will continue to involve the community in the design of the new Benedict Park, including discussions regarding the potential relocation of the steel mill stacks. For more information regarding the relocation of the steel mill stacks, see Section 3.2 Historic Properties.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-6.20
150	Social Resources, Economic Conditions, and Environmental Justice	I-25 would continue to travel through neighborhoods adjacent to the corridor. Community cohesion 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 Modified I-25 Alternative (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 Appendix F).	N/A	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-6.19

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151	Social Resources, Economic Conditions, and Environmental Justice	Requires relocation of 16 residences (from the Goat Hill area).	All property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), as described in Section 3.4 Right-of-Way and Relocations .	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-6.19
152	Social Resources, Economic Conditions, and Environmental Justice	Requires relocation of 101 residences (67 from the Bessemer Neighborhood, and 34 from the Grove Neighborhood).	All property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), as described in Section 3.4 Right-of-Way and Relocations .	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-6.19
153	Social Resources, Economic Conditions, and Environmental Justice	Impacts from either alternative would be predominantly borne by minority and low-income populations . 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 make a public information plan available throughout construction. This plan and any information on construction activities and detours will be provided in both English and Spanish.	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-6.19
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 residents, businesses and community facilities 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo 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 residents, businesses and community facilities 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	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo 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 residents, businesses and community facilities 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo 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 residents, businesses and community facilities during construction.	CDOT will make a public information plan available throughout construction. This plan and any information on construction activities and detours will be provided in both English and Spanish.	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-6.19
158	Soils and Geology	The Build Alternatives have the potential of encountering geological hazards 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 geology and soils in the study area. The results of the geotechnical analysis will be used to establish the final roadway and structures designs.	CDOT	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-20.1

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159	Transportation	Modifies transit 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/Pueblo Transit	Throughout Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-1.17
160	Transportation	Modifies transit Route 11 by reconfiguring Santa Fe Avenue and Stanton Avenue.	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/Pueblo Transit	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-1.17
161	Transportation	Pedestrian mobility would be improved through provisions of multi-modal elements such as trails and sidewalks. Construction of pedestrian trails along I-25 to the north and south and the trails and sidewalks connecting Runyon Field Sports Complex and JJ Raigoza Park would improve pedestrian and bicycle mobility.	CDOT will revisit the off-street trail concept between JJ Raigoza Park and the Runyon Field Sports Complex during final engineering design. CDOT will survey each property owner along the east side of Evans Avenue between Minnequa Avenue and Illinois Avenue to determine public interest in converting the alleyway to a dedicated non-motorized facility.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-1.18
162	Transportation	Temporary impacts to railroads during bridge construction.	CDOT will follow appropriate permitting, including coordination with the railroads for impacts to the rail lines during bridge construction under the Build Alternative.	CDOT	Bridge Construction and Track Realignment of Phase 2	I-25 Improvements through Pueblo FEIS page 3-1.18
163	Transportation	Temporary impacts to traffic during construction 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. 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-1.17

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164	Transportation	Temporary impacts to traffic during construction 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. The full benefits of the new lanes will not be realized until final project completion. This approach will be time consuming and expensive, but avoids the dramatic impacts of temporarily reducing the number of lanes and diverting traffic to other nearby local streets. 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	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-1.18
165	Transportation	Temporary impacts to traffic during construction 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	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-1.18
166	Transportation	Temporary impacts to traffic during construction 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	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-1.18
167	Transportation	Temporary impacts to traffic during construction 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	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-1.18

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168	Transportation	Temporary impacts to traffic during construction 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 under the Build Alternatives.	CDOT	Bridge Construction of Phase 1 and Track Realignment and bridge construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-1.18
169	Transportation	Temporary impacts to traffic during construction 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-1.18
170	Transportation	Temporary impacts to traffic during construction 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.	Based on final design, commitments will be modified or adapted as needed to mitigate for both construction and operational effects of a Preferred Alternative. A mitigation monitoring and implementation plan will be developed during final design; any commitments to mitigation will be based on a higher level of design and can be considered preliminary at this stage of design.	CDOT	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-1.18
171	Transportation	Corrects geometric and operational deficiencies through the corridor. Relieves traffic congestion on I-25 post construction.	None needed.	N/A	N/A	N/A
172	Utilities	Impacts above- and below-ground utility lines . 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. If public or private utilities are expected to be affected by the project, alternate delivery systems will be provided to ensure uninterrupted service, and lines or stations will be relocated as needed. When appropriate, CDOT will look for opportunities to provide space for new utilities or upgrade existing ones.	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-16.3
173	Utilities	Impacts above- and below-ground utility lines . Approaches and crosses over storm sewers. Encroaches on alternate coolant water line at the Evraz Rocky Mountain Steel Mills; the primary line could also be impacted during construction.	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. If public or private utilities are expected to be affected by the project, alternate delivery systems will be provided to ensure uninterrupted service, and lines or stations will be relocated as needed. When appropriate, CDOT will look for opportunities to provide space for new utilities or upgrade existing ones.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-16.3

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174	Utilities	Impacts above- and below-ground utility lines . Approaches and crosses over storm sewers.	The 100-inch brick-lined storm sewer located on the Arkansas River's north bank is a potential historic resource. If, during future design efforts, impacts to this line are identified, CDOT will engage in National Historic Preservation Act Section 106 consultation with the State Historic Preservation Officer and consulting parties regarding this resource.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-16.3
175	Utilities	Relocates Xcel Energy's south town natural gas transfer station .	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. If public or private utilities are expected to be affected by the project, alternate delivery systems will be provided to ensure uninterrupted service, and lines or stations will be relocated as needed. When appropriate, CDOT will look for opportunities to provide space for new utilities or upgrade existing ones.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-16.3
176	Utilities	Requires a new crossing for I-25 over the Bessemer Ditch	CDOT will negotiate an agreement (through purchase of either a temporary or permanent easement) with the Bessemer Ditch Company for the new roadway structure over the irrigation ditch under the Modified I-25 Alternative (Preferred Alternative).	CDOT/Bessemer Ditch Company	Final Design of Phase 2	I-25 Improvements through Pueblo 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 visual presence in existing neighborhoods along I-25 in the North Area (Phase 1). Alters the Fountain Creek and Downtown viewsheds 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 Appendix C) will be used during final design to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed. CDOT is committed to following the guidelines during final design and construction.	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-9.10

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178	Visual Resources	The increased mass of the highway, noise barriers, and water quality ponds would increase the highway's visual presence in existing neighborhoods along I-25 in the Central and South Areas (Phase 2). Alters the Steel Mill viewshed by introducing new roadway modifications. Removes the smoke stacks and stoves from the Evraz Rocky Mountain Steel Mills site.	The New Pueblo Freeway Aesthetic Guidelines (see Appendix C) will be used during final design to help CDOT identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed. CDOT is committed to following the guidelines during final design and construction.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo 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 visual presence in existing neighborhoods along I-25 in the North Area (Phase 1). Alters the Fountain Creek and Downtown viewsheds 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 Appendix F). The following measures are included: - Gateway features for the City boundaries, downtown, and neighborhoods.	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-9.10
180	Visual Resources	The increased mass of the highway, noise barriers, and water quality ponds would increase the highway's visual presence in existing neighborhoods along I-25 in the Central and South Areas (Phase 2). Alters the Steel Mill viewshed by introducing new roadway modifications. Removes the smoke stacks and stoves from the Evraz Rocky Mountain Steel Mills site.	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 Appendix F). The following measures are included: - Gateway features for the City boundaries, downtown, and neighborhoods.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-9.10

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181	Visual Resources	The increased mass of the highway, noise barriers, and water quality ponds would increase the highway's visual presence in existing neighborhoods along I-25 in the North Area (Phase 1). Alters the Fountain Creek and Downtown viewsheds 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 Appendix F). The following measures are included:- Architectural treatments on retaining walls, bridges, and other structures designed to reflect the architectural character of the surrounding area.	CDOT	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-9.10
182	Visual Resources	The increased mass of the highway, noise barriers, and water quality ponds would increase the highway's visual presence in existing neighborhoods along I-25 in the Central and South Areas (Phase 2). Alters the Steel Mill viewshed by introducing new roadway modifications. Removes the smoke stacks and stoves from the Evraz Rocky Mountain Steel Mills site.	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 Appendix F). The following measures are included:- Architectural treatments on retaining walls, bridges, and other structures designed to reflect the architectural character of the surrounding area.	CDOT	Final Design of Phase 2	I-25 Improvements through Pueblo 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 visual presence in existing neighborhoods along I-25 in the North Area (Phase 1). Alters the Fountain Creek and Downtown viewsheds 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 Appendix F). The following measures are included: - 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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-9.10, 11

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184	Visual Resources	The increased mass of the highway, noise barriers, and water quality ponds would increase the highway's visual presence in existing neighborhoods along I-25 in the Central and South Areas (Phase 2). Alters the Steel Mill viewshed by introducing new roadway modifications. Removes the smoke stacks and stoves from the Evraz Rocky Mountain Steel Mills site.	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 Appendix F). The following measures are included: - 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	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-9.10,11
185	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more pollutants regardless of alternative. BMPs in compliance with the Colorado Discharge Permit System (CDPS) Municipal Separate Stormwater 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 mitigation measures will comply with the CDPHE MS4 Discharge Permit and the CDOT New Development and Redevelopment Stormwater Management Program. 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 in any of the three segments studied as a result of the New Pueblo Freeway project.	CDOT	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.7
186	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more pollutants 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 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. Although criteria allows for the release at pre-development rates, preliminary design assumes release at the more conservative historic rates; the size of the ponds will be refined during final design, which may result in smaller pond sizes. The determination of which local streets contribute flow to the drainage system was based on the proposed roadway grades. All streets that could drain into the system without excessive pipe depths were accepted into the system.	CDOT	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.7

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187	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more pollutants 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 100 percent of the required water quality capture volume be provided for by the BMPs.	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.7
188	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more pollutants 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 drainageways, 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 Erosion Control and Stormwater Quality Guide [ECSQG]).	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.7

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189	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more pollutants 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	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.7
190	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more pollutants 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.7
191	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more pollutants 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.	In accordance with CDOT's CDPS General Permit for Stormwater Discharges Associated with Construction Activities, the following activities will be employed to mitigate both short-term and permanent impacts to water bodies as a result of the proposed project: CDOT will adhere to NPDES regulations for stormwater quality, including obtaining a CDPS stormwater construction discharge permit and Section 402 dewatering permit, during construction.	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.8
192	Water Quality	Increases in impervious surface and additional traffic on I-25 will generate more pollutants 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.	In accordance with CDOT's CDPS General Permit for Stormwater Discharges Associated with Construction Activities, the following activities will be employed to mitigate both short-term and permanent impacts to water bodies as a result of the proposed project: All work performed on the project will be performed in accordance with appropriate CDOT Standard Specifications for Roadway and Bridge Construction (101.95;107.25; 208; 212; 213; 216; 620) and the CDOT 2012 M&S Standard Plans (CDOT, 2012).	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.8

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193	Water Quality	Increase impervious surface 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 Modified I-25 Alternative (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 Appendix F). Under the Modified I-25 Alternative (Preferred Alternative), one of the detention ponds is designed to capture runoff solely from City streets.	CDOT	Final Design of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.7
194	Water Quality	Removes vegetation and creates bare surfaces during construction 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 water quality over the No Action Alternative.	CDOT will develop a SWMP, per the SWMP template and in accordance with appropriate CDOT specifications, that will detail the structural and non-structural BMPs to be used for construction. Specific BMPs from the CDOT 2012 M&S Standard Plans (CDOT, 2012) are outlined below: CDOT will revegetate adjacent disturbed slopes with native plant species to protect exposed soils from erosion. This will be used for temporary or permanent cover for disturbed areas and to improve wildlife habitat and aesthetics.	CDOT	Final Design and Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.8
195	Water Quality	Removes vegetation and creates bare surfaces during construction 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 water quality over the No Action Alternative.	CDOT will develop a SWMP, per the SWMP template and in accordance with appropriate CDOT specifications, that will detail the structural and non-structural BMPs to be used for construction. Specific BMPs from the CDOT M&S Standard Plans (CDOT, 2012) are outlined below: 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	Final Design and Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.8

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196	Water Quality	Removes vegetation and creates bare surfaces during construction 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 water quality over the No Action Alternative.	CDOT will develop a SWMP, per the SWMP template and in accordance with appropriate CDOT specifications, that will detail the structural and non-structural BMPs to be used for construction. Specific BMPs from the CDOT M&S Standard Plans (CDOT, 2012) are outlined below: 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	Final Design and Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.8
197	Water Quality	Removes vegetation and creates bare surfaces during construction 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 water quality over the No Action Alternative.	CDOT will develop a SWMP, per the SWMP template and in accordance with appropriate CDOT specifications, that will detail the structural and non-structural BMPs to be used for construction. Specific BMPs from the CDOT M&S Standard Plans (CDOT, 2012) are outlined below: 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	Final Design and Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.8
198	Water Quality	Removes vegetation and creates bare surfaces during construction 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 water quality over the No Action Alternative.	CDOT will develop a SWMP, per the SWMP template and in accordance with appropriate CDOT specifications, that will detail the structural and non-structural BMPs to be used for construction. Specific BMPs from the CDOT M&S Standard Plans (CDOT, 2012) are outlined below: 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	Final Design and Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.8

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199	Water Quality	Removes vegetation and creates bare surfaces during construction 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 water quality over the No Action Alternative.	CDOT will develop a SWMP, per the SWMP template and in accordance with appropriate CDOT specifications, that will detail the structural and non-structural BMPs to be used for construction. Specific BMPs from the CDOT M&S Standard Plans (CDOT, 2012) are outlined below: -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	Final Design and Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.8
200	Water Quality	Removes vegetation and creates bare surfaces during construction 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 water quality over the No Action Alternative.	CDOT will develop a SWMP, per the SWMP template and in accordance with appropriate CDOT specifications, that will detail the structural and non-structural BMPs to be used for construction. Specific BMPs from the CDOT M&S Standard Plans (CDOT, 2012) are outlined below: 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	Final Design and Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.8
201	Water Quality	Removes vegetation and creates bare surfaces during construction 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 water quality over the No Action Alternative.	CDOT will develop a SWMP, per the SWMP template and in accordance with appropriate CDOT specifications, that will detail the structural and non-structural BMPs to be used for construction. Specific BMPs from the CDOT M&S Standard Plans (CDOT, 2012) are outlined below: 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	Final Design and Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-15.8
202	Wetlands	Direct loss of 0.13 acres of wetlands 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	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-7.8
203	Wetlands	Direct loss of 0.95 acres of wetlands in the Central and South Areas (Phase 2).	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	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-7.8

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204	Wetlands	Direct loss of 0.13 acres of wetlands 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 is to replace non-jurisdictional 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 U.S. 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 values 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/USACE	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-7.8,9
205	Wetlands	Direct loss of 0.95 acres of wetlands in the Central and South Areas (Phase 2).	CDOT will obtain the appropriate Section 404 permit from the USACE under Section 404 of the CWA prior to construction. The policy of CDOT is to replace non-jurisdictional 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 U.S. 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 values 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/USACE	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-7.8,9
206	Wetlands	Direct loss of 0.13 acres of wetlands in the North Area (Phase 1).	Additional mitigation measures that were identified by the USACE during a 2006 field visit include: <ul style="list-style-type: none"> - 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	Throughout Construction of Phase 1	I-25 Improvements through Pueblo FEIS page 3-7.9

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207	Wetlands	Direct loss of 0.95 acres of wetlands in the Central and South Areas (Phase 2).	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	Throughout Construction of Phase 2	I-25 Improvements through Pueblo FEIS page 3-7.9
208	Wetlands	Direct loss of 0.13 acres of wetlands in the North Area (Phase 1).	Following final design, CDOT will apply for a Colorado Senate Bill 40 Wildlife Certification if the project does not fall within CDOT's PA 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/CPW	Final Design of Phase 1	I-25 Improvements through Pueblo FEIS page 3-7.9
209	Wetlands	Direct loss of 0.95 acres of wetlands in the Central and South Areas (Phase 2).	Following final design, CDOT will apply for a Colorado Senate Bill 40 Wildlife Certification if the project does not fall within CDOT's PA 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/CPW	Final Design of Phase 2	I-25 Improvements through Pueblo FEIS page 3-7.9
210	Wetlands	BMPs will be used to control erosion and sedimentation within wetlands or waters of the United States during construction.	BMPs will be used to control erosion and sedimentation during construction. In addition to construction BMPs, temporary impacts due to construction activities will be managed and minimized by the following actions: - 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-7.9

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Mitigation Commitment # Match to Number in Source Document Summary Table	Mitigation Category	Impact from NEPA Document Preferred Alternative	Commitment From Mitigation Table In Source Document (Use Exact Wording from Table in Source Document)	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number
211	Wetlands	BMPs will be used to control erosion and sedimentation within wetlands or waters of the United States during construction.	BMPs will be used to control erosion and sedimentation during construction. In addition to construction BMPs, temporary impacts due to construction activities will be managed and minimized by the following actions: - Excavated materials will be removed to a stabilized upland site to prevent erosion back into the wetland areas.	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-7.9
212	Wetlands	BMPs will be used to control erosion and sedimentation within wetlands or waters of the United States during construction.	BMPs will be used to control erosion and sedimentation during construction. In addition to construction BMPs, temporary impacts due to construction activities will be managed and minimized by the following actions: - 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	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-7.9
213	Wetlands	BMPs will be used to control erosion and sedimentation within wetlands or waters of the United States during construction.	BMPs will be used to control erosion and sedimentation during construction. In addition to construction BMPs, temporary impacts due to construction activities will be managed and minimized by the following actions: - Compliance inspections during construction are recommended to ensure adherence to BMPs, including erosion and sedimentation controls, and minimization of construction impacts.	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-7.9
214	Wetlands	BMPs will be used to control erosion and sedimentation within wetlands or waters of the United States during construction.	BMPs will be used to control erosion and sedimentation during construction. In addition to construction BMPs, temporary impacts due to construction activities will be managed and minimized by the following actions: - All areas temporarily disturbed by construction activities will be restored and revegetated.	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-7.9
215	Wetlands	BMPs will be used to control erosion and sedimentation within wetlands or waters of the United States during construction.	BMPs will be used to control erosion and sedimentation during construction. In addition to construction BMPs, temporary impacts due to construction activities will be managed and minimized by the following actions: - All salt cedar and Russian olive within the construction area will be removed.	CDOT	Throughout Construction of Phase 1 and Phase 2	I-25 Improvements through Pueblo FEIS page 3-7.9