

APPENDIX A. ENVIRONMENTAL ASSESSMENT – STATE HIGHWAY 9
IRON SPRINGS ALIGNMENT, SOUTH OF FRISCO
(MILEPOST 93 TO MILEPOST 95)

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ENVIRONMENTAL ASSESSMENT

State Highway 9 Iron Springs Alignment, South of Frisco

(Milepost 93 to Milepost 95)

Project Number: C0091-041 (19298)

Summit County, Colorado

Lead Agencies

Federal Highway Administration



Colorado Department of Transportation



Cooperating Agency

U.S. Forest Service



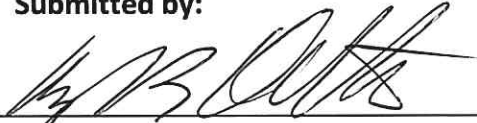
April 2014

CDOT Project C0091-041 (19298)
Summit County, Colorado

Submitted Pursuant to 42 USC 4332(2)(c), 49 USC 303 and 23 USC 138

By the
U.S. Department of Transportation Federal Highway Administration and
Colorado Department of Transportation

Submitted by:



4-29-14

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Region 1 Transportation Director
Colorado Department of Transportation

Date

Concurred by:



5-2-2014

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5/6/14

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STATUTE OF LIMITATIONS

A FEDERAL AGENCY MAY PUBLISH A NOTICE IN THE FEDERAL REGISTER, PURSUANT TO 23 UNITED STATES CODE § 139(L), INDICATING THAT ONE OR MORE FEDERAL AGENCIES HAVE TAKEN FINAL ACTION ON PERMITS, LICENSES, OR APPROVALS FOR A TRANSPORTATION PROJECT. IF SUCH NOTICE IS PUBLISHED, CLAIMS SEEKING JUDICIAL REVIEW OF THOSE FEDERAL AGENCY ACTIONS WILL BE BARRED UNLESS SUCH CLAIMS ARE FILED WITHIN 150 DAYS AFTER THE DATE OF PUBLICATION OF THE NOTICE, OR WITHIN SUCH SHORTER TIME PERIOD AS IS SPECIFIED IN THE FEDERAL LAWS PURSUANT TO WHICH JUDICIAL REVIEW OF THE FEDERAL AGENCY ACTION IS ALLOWED. IF NO NOTICE IS PUBLISHED, THEN THE PERIODS OF TIME THAT OTHERWISE ARE PROVIDED BY THE FEDERAL LAWS GOVERNING SUCH CLAIMS WILL APPLY.

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PUBLIC COMMENT PERIOD

START – July 9, 2014

END – August 8, 2014

HOW TO COMMENT – Written comments on this Environmental Assessment can be submitted through the project website (www.coloradodot.info/projects/hwy9f2b) or by mail or email to the contacts listed above.

PUBLIC HEARING

A public hearing for this project will be held on July 29, 2014, from 4:30 pm to 6:30 pm at the Summit County Community and Senior Center, which is located at 83 Nancy’s Place, Frisco, Colorado (access is from Peak One Boulevard).

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LIST OF ACRONYMS

ACM	asbestos containing materials
BMPs	best management practices
CDLT	Continental Divide Land Trust
CDOT	Colorado Department of Transportation
CPW	Colorado Parks and Wildlife
DSP&P	Denver South Park and Pacific railroad
EA	Environmental Assessment
EIS	Environmental Impact Statement
FHU	Felsburg Holt & Ullevig
FHWA	Federal Highway Administration
ISA	Initial Site Assessment
LBP	lead-based paint
PCBs	polychlorinated biphenyls
PM ₁₀	particulate matter smaller than 10 microns
ROD	Record of Decision
SH 9	State Highway 9
SIO	scenic integrity objectives
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
WRNF	White River National Forest

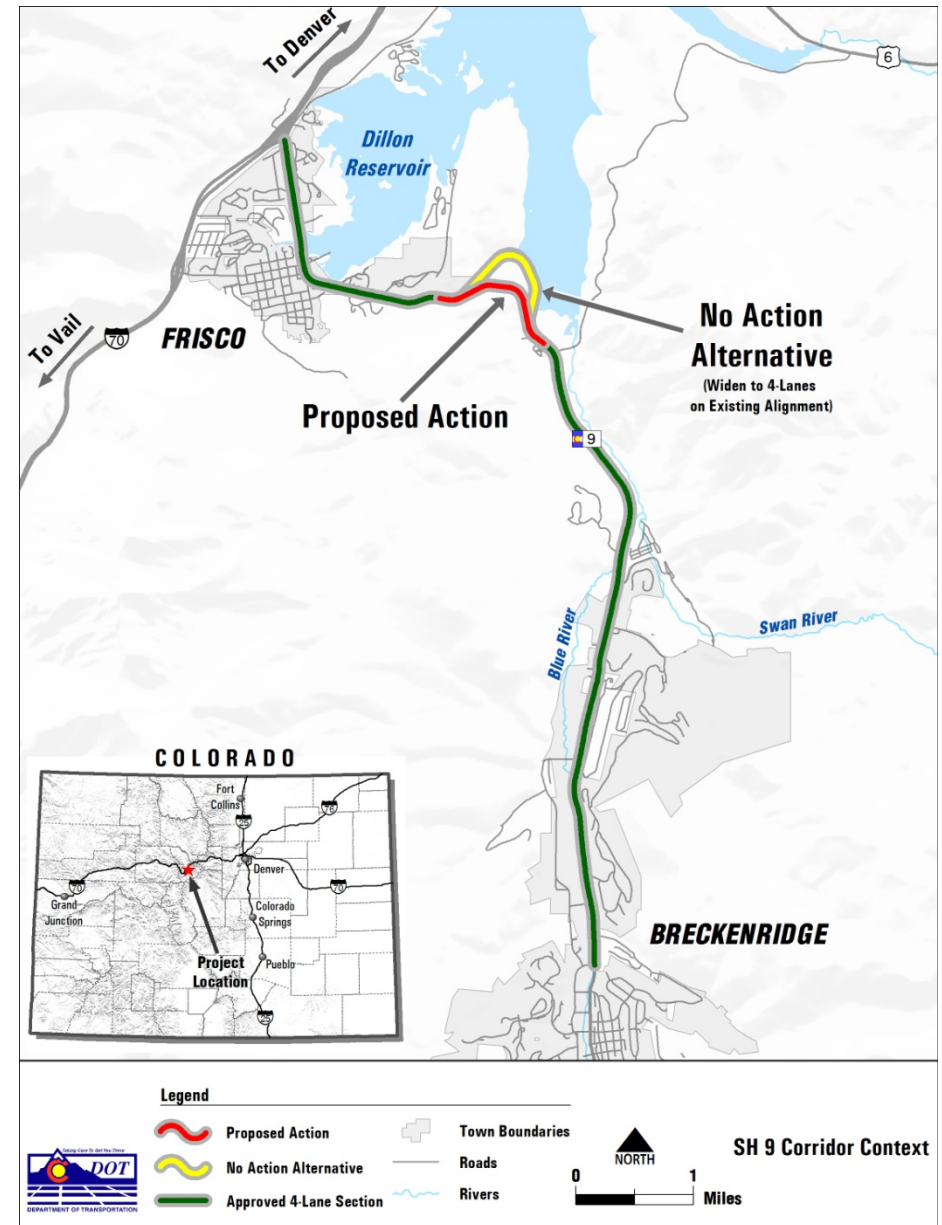
SUMMARY

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) are proposing to realign a portion of State Highway (SH) 9 south of Frisco (see **Figure 1** – Proposed Action). The U.S. Forest Service (USFS) is a cooperating agency in this Environmental Assessment (EA) evaluating the Proposed Action. With the Proposed Action (also known as the Iron Springs Alignment), a 1.3 mile stretch of SH 9 would be realigned, rather than widened on the existing alignment, shortening the roadway by approximately 0.4 mile. The Proposed Action would improve safety by removing a tight compound curve, which contributes to accidents. For additional description of the Proposed Action, refer to Page 5.

The Proposed Action would realign a portion of the existing Blue River Bikeway, by moving it to the existing SH 9 alignment. The realigned bikeway would be approximately 0.4 mile longer than the existing one but would be at a much gentler grade than the current alignment. In addition, the existing Dickey Day Use Parking Lot would be moved west to a proposed new parking lot, allowing for safer access via an existing signalized intersection (at SH 9 and Recreation Way). A proposed new Dickey trail connection would provide connectivity between the new parking lot and realigned bikeway, as well as shoreline access. The Proposed Action would improve water quality protection by realigning SH 9 away from Dillon Reservoir, a major drinking water source for Denver.

If the Proposed Action is not built, SH 9 would be widened along the existing alignment as previously approved by CDOT and FHWA (2004) and referred to in this EA as the “No Action Alternative.” For additional description of the No Action Alternative, refer to Page 8.

Figure 1 SH 9 Corridor Context



INTRODUCTION

In 2004, CDOT and FHWA completed a Record of Decision (ROD) for improving a 14.5-mile stretch of SH 9 from the Town of Frisco to the Town of Breckenridge (CDOT and FHWA, 2004a). The four-lane reduced section roadway selected in the 2004 ROD includes necessary turn lanes, acceleration/deceleration lanes, curb and gutter, medians, and shoulders between Frisco (milepost 97) and Breckenridge (milepost 85). “Reduced section” refers to a reduction in the width of the median to 10 feet with 4-foot inside shoulders, as opposed to a full-width section with a 28-foot wide median with 4-foot inside shoulders. The four-lane reduced section roadway was selected in the ROD, rather than the four-lane full-width median roadway because it provided needed transportation and safety benefits while minimizing physical impacts along the corridor.

As stated in the 2004 ROD, the purpose is to improve transportation mobility along SH 9 by decreasing travel time, improving safety, and supporting the transportation needs of local and regional travelers while minimizing impacts to the surrounding environment and communities. Since completion of the ROD, CDOT has implemented the four-lane reduced section roadway along portions of SH 9, with the intention to continue working to complete improvements to the entire corridor as funding becomes available. The improvements identified in the 2004 ROD were all planned to be constructed by widening of the highway along the existing SH 9 alignment.

CDOT and FHWA are now proposing that a 1.3-mile stretch of SH 9, which falls between mileposts 93 and 95 just south of Frisco, be realigned (see **Figure 1 – Proposed Action**) rather than widened on the existing alignment (see **Figure 1 – No Action Alternative**). CDOT and FHWA have developed and evaluated the Proposed Action following a request from Summit County, and in response to changed conditions since the 2004 ROD. In 2010, Summit County asked CDOT to look at a change in alignment, away from Dillon Reservoir, to see if there would be any advantages over the No Action Alternative. The No Action Alternative would include widening the highway directly adjacent to Dillon Reservoir, which causes icy conditions in winter and presents challenges with respect to water quality protection. In addition, the extensive mountain pine beetle epidemic has presented a change in regional pine forest conditions since the 2004 ROD. The USFS plans to remove the majority of trees along the Proposed Action, creating conditions that will improve the biological diversity and health of the forest.

As CDOT and FHWA began evaluating a change in alignment, they saw potential benefits to constructing a shorter, safer alignment and began working with the USFS as a cooperating agency. Conceptual engineering and discussions showed that the Proposed Action offers a number of benefits not provided by the No Action Alternative:

- Building a widened highway away from existing traffic would mean less impact to the traveling public during construction.
- Eliminating the problematic curve known as Leslie’s Curve would improve safety.
- There would be fewer impacts to an important wetland by narrowing the footprint through a cantilevered roadway platform and retaining wall.

- 1 • Moving a portion of the Frisco-Farmers Korner-Blue River Bikeway (herein referred to as the Blue River Bikeway) to the old SH 9 alignment would
2 make the recreation experience safer by providing a gentler grade, and would provide a visually attractive setting along Dillon Reservoir.
- 3 • There would be benefits with respect to water quality protection (for example, the addition of permanent water quality ponds).
- 4 • The recreation experience at the Dillon Reservoir shoreline would be improved by moving vehicular traffic away from the shoreline and the
5 recreation areas located there.
- 6 • Including two large underpasses to accommodate the Blue River Bikeway, as well as an oversized drainage structure with a natural bottom near
7 the eastern terminus between the two bikeway underpasses, would permit movement of wildlife under SH 9, making the highway more
8 permeable to wildlife than the No Action Alternative.
- 9 • A shorter highway length would reduce maintenance.
- 10 • The need for extensive retaining walls would be reduced.

11 This EA has been prepared to evaluate the Proposed Action benefits and environmental impacts, relative to the No Action Alternative, in accordance with
12 23 Code of Federal Regulations 771.130(c). The regulation states “Where the Administration is uncertain of the significance of the new impacts, the
13 applicant will develop appropriate environmental studies or, if the Administration deems appropriate, an EA to assess the impacts of the changes, new
14 information, or new circumstances. If, based upon the studies, the Administration determines that a supplemental environmental impact statement (EIS)
15 is not necessary, the Administration shall so indicate in the project file.” At this time, CDOT and FHWA believe that the Proposed Action would result in a
16 lessening of adverse environmental impacts identified in the 2004 ROD. The Proposed Action would also not cause any new significant environmental
17 impacts that were not evaluated in the 2004 ROD. Following the public comment period for this EA, CDOT and FHWA will review and respond to the
18 comments received, and FHWA will make a final determination if a supplemental EIS is necessary. Supporting technical documentation for this EA is
19 contained within the EA appendices, available electronically on a compact disc or on the CDOT website.

20 An alternative somewhat similar to the Proposed Action was examined during pre-screening for the Draft EIS for SH 9 (CDOT and FHWA, 2002). The “Ophir
21 Mountain Alternative” was not advanced for detailed development and evaluation at that time. The Draft EIS noted increased recreational opportunities
22 around Dillon Reservoir, improved safety, and decreased travel time with the Ophir Mountain Alternative but cited a large amount of earthwork, potential
23 environmental impacts, and high cost as reasons for not advancing the alternative. The Proposed Action has been developed to a greater level of detail
24 than the previous Ophir Mountain Alternative, and the more detailed evaluation has indicated that the cost of the Proposed Action would be similar to
25 widening the No Action Alternative. Additionally, environmental impacts of the Proposed Action have been evaluated in more detail than for the previous
26 Ophir Mountain Alternative. The environmental impacts of the Proposed Action are presented in this EA and are compared with the No Action Alternative.

1 **WHAT IS THE PURPOSE OF THE PROJECT?**

2 The purpose of the project has not changed from the 2004 ROD. The purpose is still to improve transportation along SH 9 by decreasing travel time,
3 improving safety, and supporting the transportation needs of local and regional travelers while minimizing impacts to the surrounding environment and
4 communities between the towns of Frisco and Breckenridge.

5 **WHAT ARE THE NEEDS FOR THE PROJECT?**

6 The success of a project alternative is measured by its ability to meet improvement needs in roadway capacity/mobility, safety, and transit. The needs are
7 consistent with what was identified in the 2004 ROD:

- 8 • Roadway Capacity/Mobility—The existing two-lane roadway is currently operating at capacity in peak travel hours; traffic volumes are expected to
9 grow by 2 percent per year, exceeding the existing road capacity.
- 10 • Safety—The accident rate in the study area exceeds the statewide average. Increased congestion, multiple accesses, and inconsistent lane and
11 shoulder widths contribute to this high accident rate.
- 12 • Transit—Although transit service in the study area is currently adequate, service would be impeded with longer commute times as congestion
13 increases and as traffic volume increases.

14 The ability to meet the project needs is summarized for both the No Action Alternative and the Proposed Action in **Table 1**, on page 11.

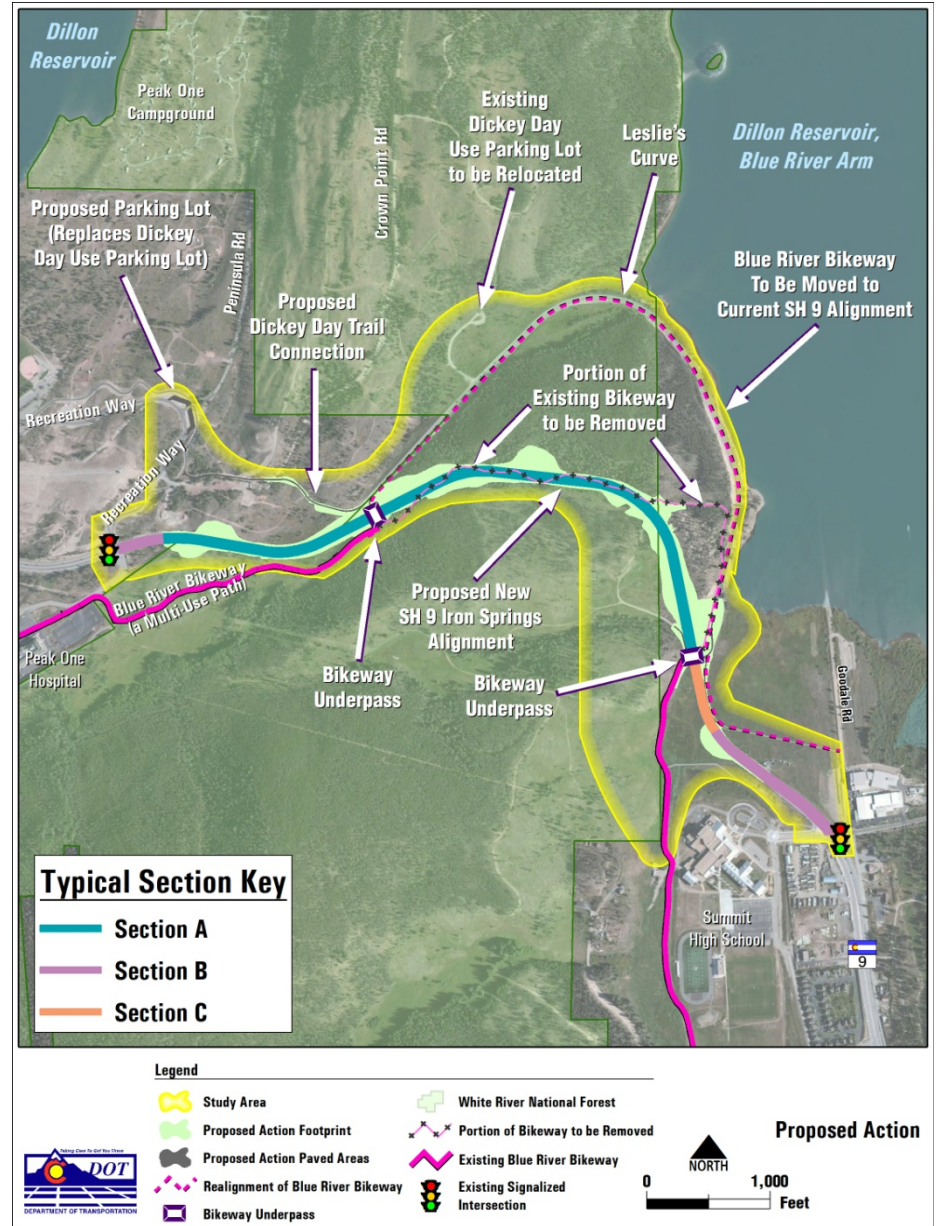
WHAT IS THE PROPOSED ACTION?

A 1.3-mile stretch of SH 9, just south of Frisco, is proposed to be realigned, rather than widened on the existing alignment (Figure 2). This stretch of SH 9, which falls between mileposts 93 and 95, would provide a four-lane reduced section roadway (Figure 3) while moving the highway away from Dillon Reservoir. The Proposed Action would shorten SH 9 by approximately 0.4 mile. The Proposed Action would provide roadway safety benefits, as well as water quality and drinking water protection benefits, as a result of straightening the highway to remove a tight, compound curve (known as Leslie’s Curve), which is in close proximity to Dillon Reservoir. A compound curve is a geometric condition in which there is not a tangent (straight) section of roadway in between two curves. Leslie’s Curve is considered sub-standard and contributes to accidents in the area. The Proposed Action would eliminate this curve.

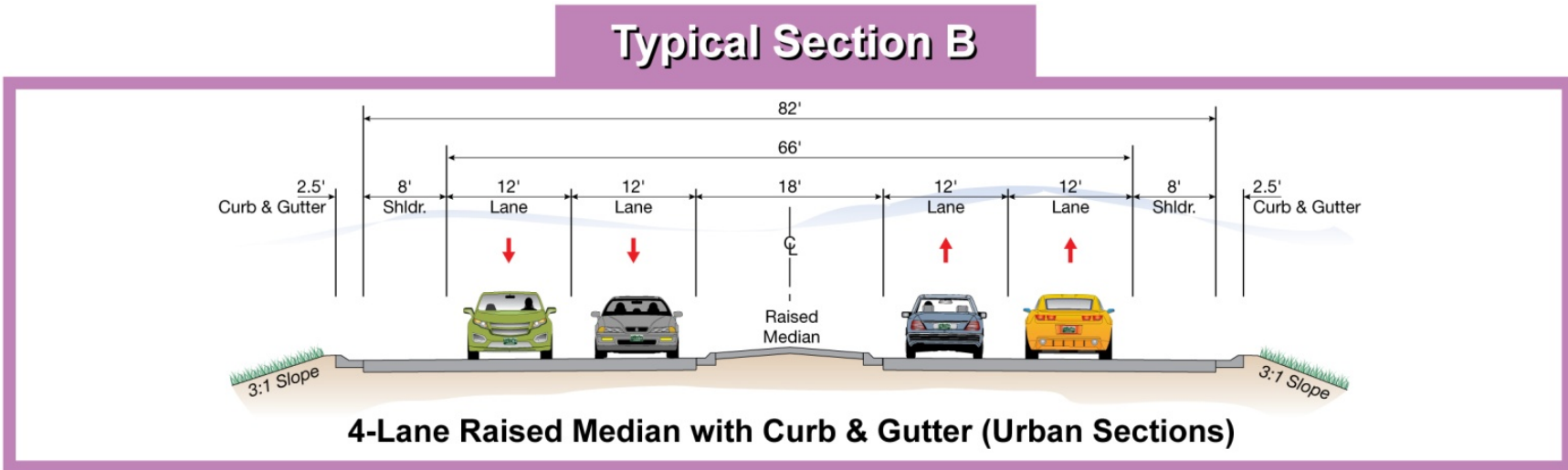
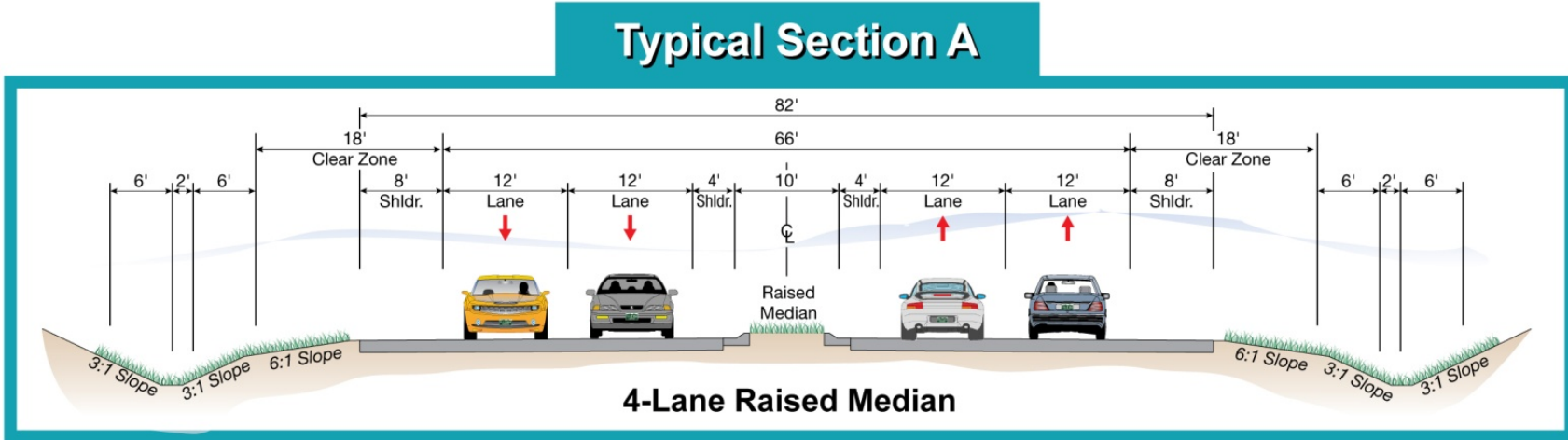
The Proposed Action would include realignment of a portion of the existing Blue River Bikeway. A portion of the bikeway would be moved to the current SH 9 alignment, and the excess pavement would be removed. The realigned bikeway would be approximately 0.4 mile longer than the existing one but would be at a much gentler grade than the current alignment. In addition, the existing Dickey Day Use Parking Lot would be moved west to a proposed new parking lot, as shown on Figure 2, allowing for access via the existing signalized intersection at SH 9 and Recreation Way. A proposed Dickey trail connection would provide connectivity between the new parking lot and realigned bikeway, as well as lake access.

Construction funding is available. If the Proposed Action is approved, construction is anticipated to start in 2016 and would take approximately two years to complete. Details of the Proposed Action are presented in Appendix A1, Project Drawings.

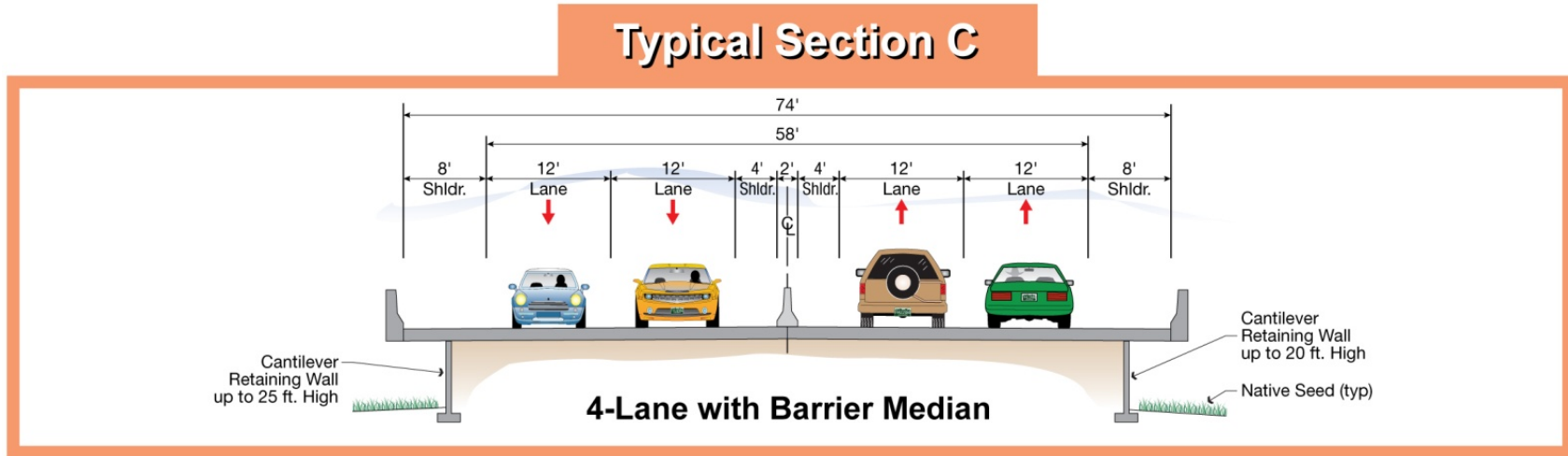
Figure 2 Proposed Action



1 Figure 3 Proposed Action Typical Sections



1 Figure 3 Proposed Action Typical Sections (Continued)



2

Environmental Assessment

WHAT WILL HAPPEN IF THE PROPOSED ACTION IS NOT IMPLEMENTED?

If the Proposed Action is not selected for implementation by CDOT and FHWA, SH 9 would be widened to provide a four-lane reduced section roadway along the existing alignment (Figures 4 and 5). This was previously approved in the 2004 ROD as the Preferred Alternative. The 2004 Preferred Alternative is considered the “No Action Alternative” for this EA and is used as a baseline for comparison with the Proposed Action.

Widening along the existing alignment would require large rock cuts and retaining walls (which would be difficult to design and construct), and the highway would remain in close proximity to Dillon Reservoir. The length of SH 9 would remain the same as the existing highway. Leslie’s Curve would not be eliminated. However, safety features such as a barrier between opposing lanes would be installed to improve safety.

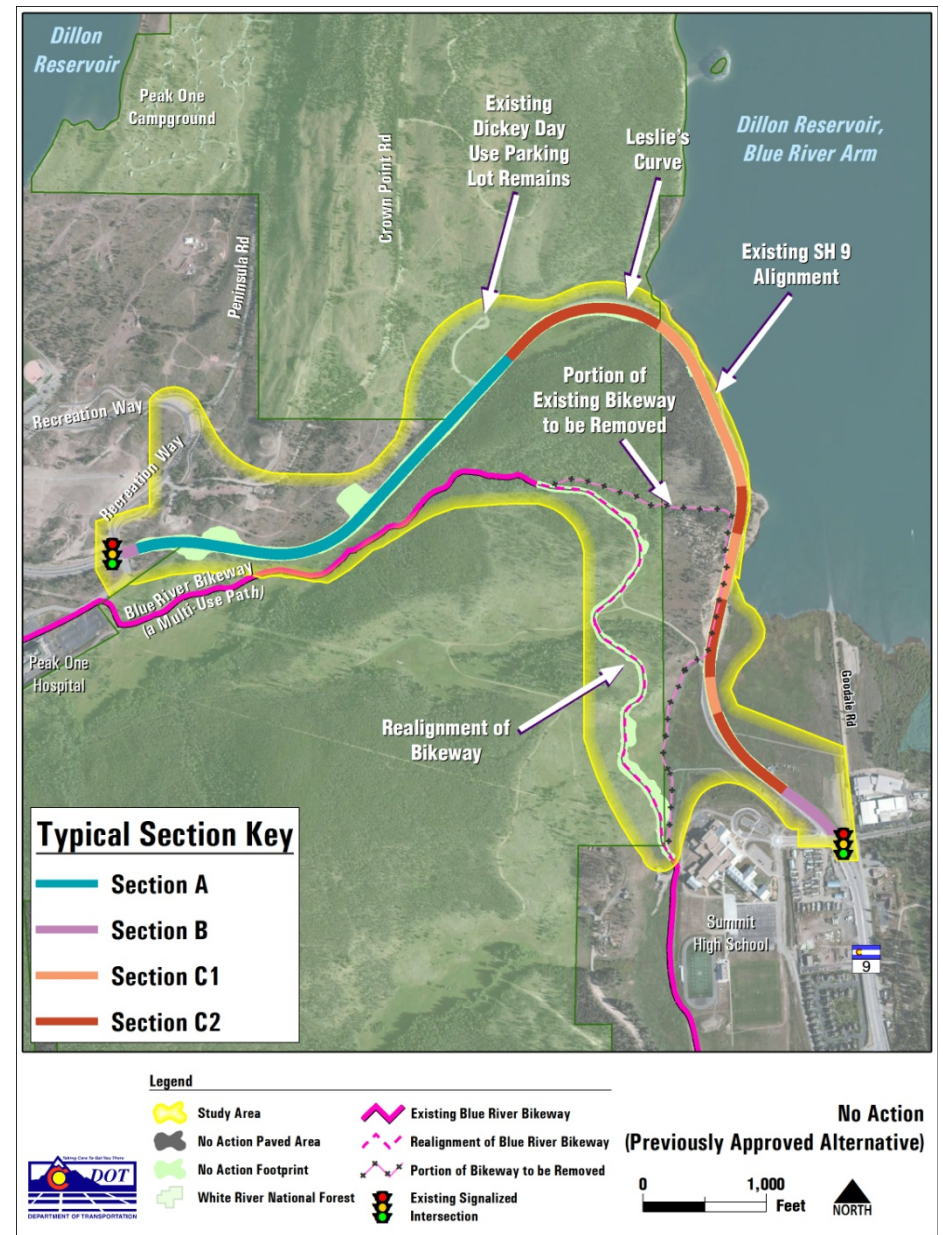
With this alternative, approximately 0.8 mile of the existing Blue River Bikeway would be realigned to allow space for the highway widening. The length of bikeway would not change appreciably and the current relatively steep grades on the bikeway would remain. The Dickey Day Use Parking Lot would remain with its current access position, which is unsignalized, with the potential for accidents at the highway intersection.

Details of the No Action Alternative are presented in **Appendix A1, Project Drawings**. The No Action Alternative would include the following refinements to the 2004 Preferred Alternative:

- A raised median, rather than a depressed median, would be used. This is consistent with the portions of the roadway constructed to date.

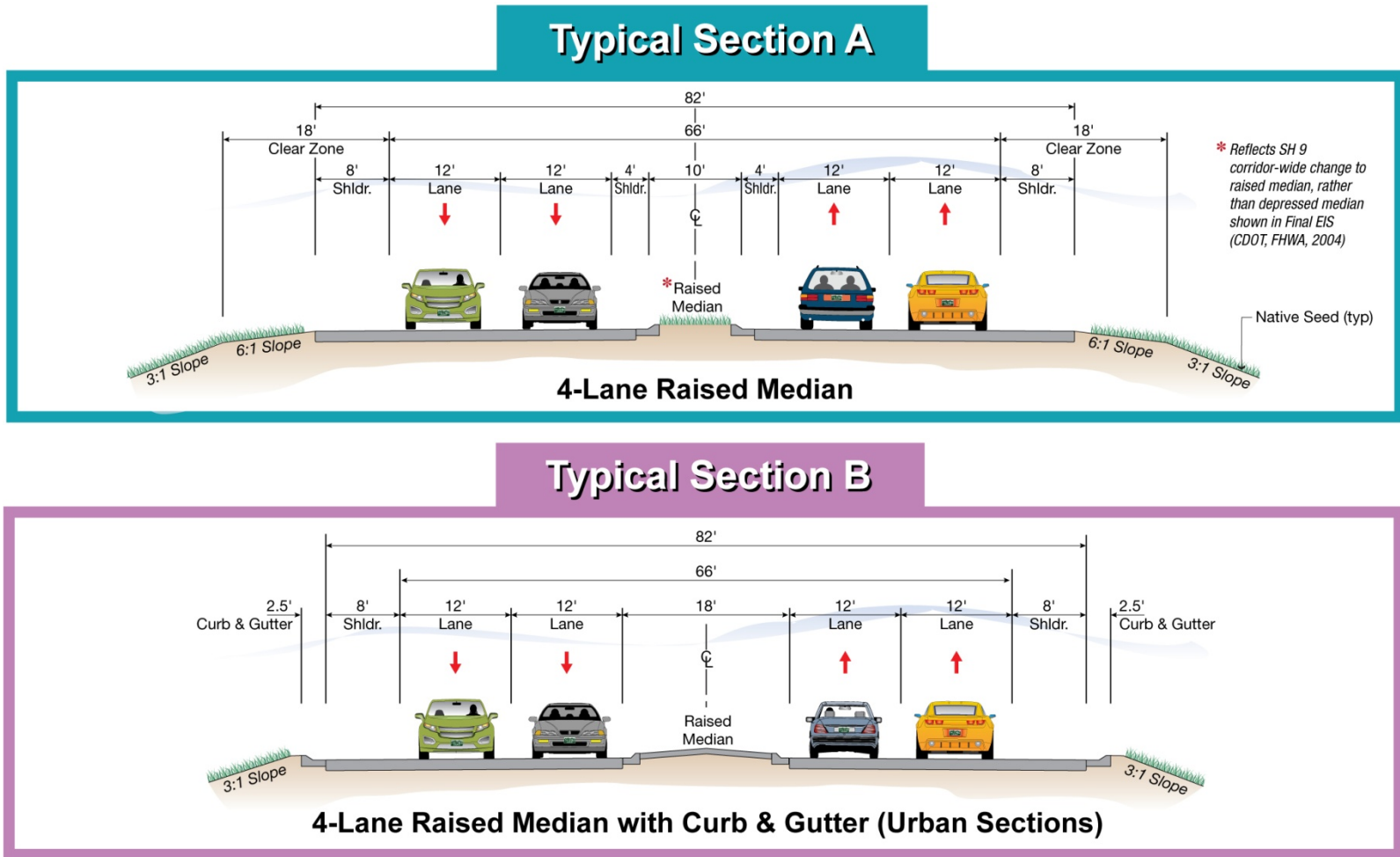
State Highway 9 Iron Springs Alignment, South of Frisco

Figure 4 No Action Alternative (Previously Approved)

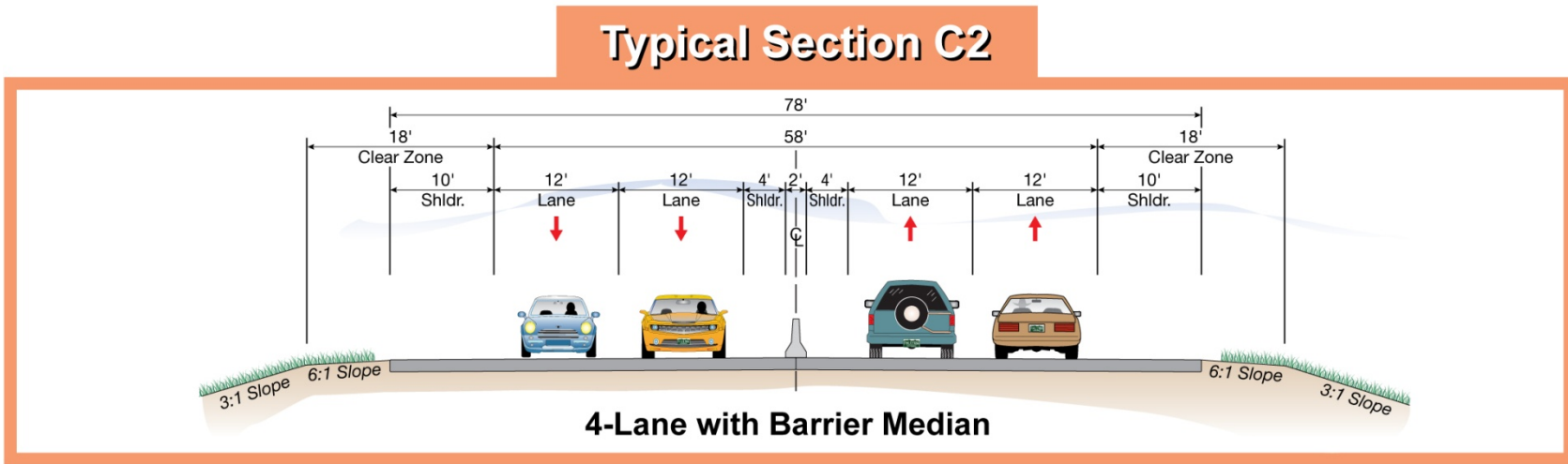
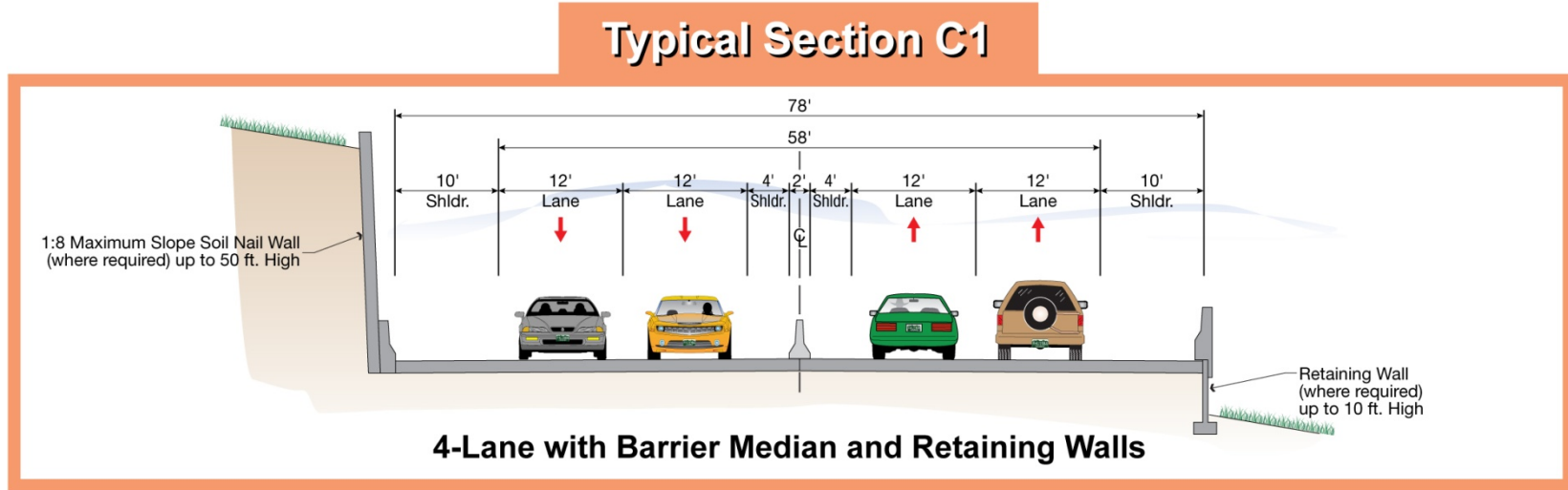


- Water quality pond locations have been added, in accordance with increased emphasis on water quality from roadway runoff since the completion of the 2004 ROD (CDOT and FHWA, 2004a). The water quality pond locations are specific to the No Action Alternative and are different from the pond locations included in the Proposed Action. Due to physical constraints and closeness to Dillon Reservoir, the No Action Alternative water quality ponds would be less effective and more difficult to maintain.
- Additional details have been added for the realignment of the Blue River Bikeway that would be required on the southern end of the project.

Figure 5 No Action Alternative Typical Sections



1 Figure 5 No Action Alternative Typical Sections (Continued)



2

1 **HOW WELL DO THE NO ACTION ALTERNATIVE AND PROPOSED ACTION MEET THE PURPOSE AND NEED?**

2 Both the No Action Alternative and the Proposed Action would meet the purpose and need for the project. Both alternatives would provide a four-lane
 3 reduced section roadway, consistent with the SH 9 corridor from Frisco to Breckenridge. The four-lane reduced section to be implemented with either
 4 alternative would decrease travel times, increase safety, and support the needs of local and regional travelers.

5 **Table 1** summarizes the specific project needs and how they are addressed by the No Action Alternative and the Proposed Action.

6 **Table 1 Purpose and Need Summary for the No Action Alternative and Proposed Action**

Project Needs	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
Roadway Capacity/ Mobility	<p>Would provide sufficient roadway capacity to meet projected traffic needs and improve traffic flow.</p> <p>The tight Leslie’s Curve would remain, resulting in slightly slower speeds than on other sections of SH 9 between Frisco and Breckenridge.</p>	<p>Would provide sufficient roadway capacity to meet projected traffic needs and improve traffic flow.</p> <p>Would remove the tight Leslie’s Curve and shorten the roadway by approximately 0.4 mile, which would result in slightly shorter travel time (approximately 30 seconds time savings between Frisco and Breckenridge) relative to the No Action Alternative.</p>
Safety	<p>Would provide a safe roadway for vehicles.</p> <p>The tight Leslie’s Curve would remain with a center barrier provided to prevent vehicles from crossing the center line. The tight curve may continue to produce accidents, particularly in icy conditions.</p> <p>Dickey Day Use Parking Lot would remain at its existing location and access from SH 9 would remain unsignalized and at its current location.</p>	<p>Would provide a safer roadway for vehicles.</p> <p>With the removal of the tight Leslie’s Curve, accidents may be reduced relative to the No Action Alternative, particularly in icy conditions.</p> <p>Dickey Day Use Parking Lot would be closed and a new parking lot would be established, with access from SH 9 via the signalized intersection at Recreation Way, which would be safer.</p>
Transit	<p>Would provide sufficient roadway capacity and a safe roadway for transit vehicles, as for other vehicles.</p> <p>The tight Leslie’s Curve would remain with a center barrier provided to prevent vehicles from crossing the center line. The tight curve may continue to produce accidents, particularly in icy conditions, which would affect transit vehicles, as well as other vehicles.</p>	<p>Would provide sufficient roadway capacity and a safer roadway for transit vehicles, as for other vehicles.</p> <p>Would provide the travel time and potential safety benefits to transit vehicles, as other vehicles.</p>

1 **WHY ARE FHWA AND CDOT RECOMMENDING THE PROPOSED ACTION?**

2 FHWA and CDOT are recommending that the Proposed Action be implemented primarily because it would offer safety benefits, reduce wetland impacts,
3 and provide water quality protection advantages over the No Action Alternative. In addition, the roadway would be shorter resulting in shorter travel
4 times and less energy use (due to fewer vehicle miles traveled).

5 **WHAT ARE THE IMPACTS ASSOCIATED WITH THE NO ACTION ALTERNATIVE AND PROPOSED ACTION?**

6 The No Action Alternative and Proposed Action have been evaluated for impacts to various resources present within the study area. **Table 2** provides a
7 summary of impacts to these resources for the No Action Alternative and the Proposed Action. For more detailed information on the impacts, see the
8 corresponding technical documentation in **Appendix A** (the specific supporting technical document and appendix location are noted in parentheses below
9 each resource in **Table 2**). Farmlands are not present within the study area and were not analyzed further as a resource.

10 **Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action**

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
Transportation Resources (FHU, 2014a – Appendix A2)	The transportation resources study area includes SH 9 along the corridor between Frisco and Breckenridge, and the Blue River Bikeway. Current traffic volumes are approximately 20,000 vehicles per day with traffic expected to grow to over 31,000 vehicles per day by the year 2035 (FHU, 2014a).	Once constructed, the No Action Alternative would provide sufficient capacity for anticipated 2035 traffic volumes. SH 9 would remain open during construction, but periodic delays to personal vehicle and bus traffic may result from flagging operations during construction. The Blue River Bikeway would remain open during construction, with the realigned portion of the bikeway being constructed before closure of the existing bikeway section along SH 9.	Once constructed, the Proposed Action would provide sufficient capacity for anticipated 2035 traffic volumes. SH 9 would remain open during construction, because construction would be done on the new alignment with the existing SH 9 remaining open. Work would need to be done at the tie-ins. This work would result in periodic lane closures and delays. Lane closures and delays would be less than those for the No Action Alternative. The Blue River Bikeway would be moved to a temporary location along SH 9, separated by a barrier, during construction on the new alignment.

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Air Quality (CDOT, 2014a – Appendix A4)</p>	<p>The study area is in Summit County, which generally has good air quality and is an attainment area for all air quality priority pollutants identified and monitored by the U.S. Environmental Protection Agency.</p>	<p>Would not cause exceedences of criteria for any priority pollutants, nor would it result in changes in traffic volumes, vehicle mix, or any other factor that would cause an increase in mobile source air toxics.</p> <p>Construction activities would generate dust from earthmoving and blasting, and diesel emissions from construction equipment. These would be temporary, lasting only during the construction period.</p>	<p>Would not cause exceedences of criteria for any priority pollutants, nor would it result in changes in traffic volumes, vehicle mix, or any other factor that would cause an increase in mobile source air toxics.</p> <p>Would shorten the length of SH 9, relative to the No Action Alternative and would, therefore, generate fewer emissions, and result in an estimated 7.2 fewer tons per year of fugitive dust (PM₁₀) [particulate matter smaller than 10 microns] from excess road sand and dust.</p> <p>Construction activities would generate dust from earthmoving and blasting, and diesel emissions from construction equipment. These would be temporary, lasting only during the construction period.</p>
<p>Geologic Resources (Yeh and Associates, 2010 – Appendix A5)</p>	<p>The study area is located between Swan Mountain Road and the Town of Frisco. Glacial till, boulder gravels, Dakota Sandstone, and quartz monzonite porphyry are found in and surrounding the study area.</p>	<p>Would require cut slope development in hard rock, which would require bedrock blasting. Fill slopes along Dillon Reservoir would encroach on the reservoir and require retaining walls. Changes in water elevation in Dillon Reservoir would create groundwater fluctuations with the potential for instability of the fill slopes during a rapid drawdown condition of the reservoir if the fill does not drain freely. Fill walls adjacent to Dillon Reservoir would require deep foundations extended to bedrock.</p>	<p>Would require cut and fill slope to be constructed. Would be less difficult to design and construct from a geotechnical perspective, relative to the No Action Alternative. The alignment would be constructed mostly in glacial till and generally be excavated using conventional methods. Some bedrock blasting may be required in places, but this would be less than the No Action Alternative.</p> <p>Shallow groundwater, seeps or springs may be encountered.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Water Quality (CDOT, 2014b – Appendix A6)</p>	<p>The study area is bordered by Dillon Reservoir and the White River National Forest (WRNF). Drainage is ultimately to Dillon Reservoir, which is an important recreation resource and a major drinking water supply for metropolitan Denver through transmountain diversions.</p>	<p>Would result in approximately 743,000 square feet of total impervious area. Permanent water quality Best Management Practices (BMPs) would be included in the No Action Alternative.</p> <p>The widened SH 9 would be constructed adjacent to Dillon Reservoir, thereby exposing it to spills and plowing backsplash directly into the reservoir.</p> <p>During construction, stormwater runoff could carry sediment to Dillon Reservoir.</p>	<p>Would result in approximately 626,000 square feet of total impervious area. Permanent water quality BMPs would be included in the Proposed Action.</p> <p>Would move SH 9 further from Dillon Reservoir, providing more opportunities to intercept, slow down, and/or treat highway runoff, and potentially improve water quality.</p> <p>During construction, stormwater runoff could carry sediment to Dillon Reservoir but would be less likely due to the distance from the reservoir.</p>
<p>Floodplains (FHU, 2014b – Appendix A7)</p>	<p>The study area does not contain any 100-year floodplains, except Dillon Reservoir, which is located along the eastern edge of the study area.</p>	<p>Would not modify, raise water surface elevations or encroach into any floodplains. The No Action Alternative would include a fill wall between SH 9 and Dillon Reservoir preventing any impacts to the 100-year floodplain.</p>	<p>Would not modify, raise water surface elevations, or encroach onto the Blue River or Dillon Reservoir floodplains.</p>
<p>Wetlands (CDOT, 2014c – Appendix A8)</p>	<p>The study area contains a number of wetlands, including fen wetlands complexes that are relatively uncommon in Colorado. Waters of the U.S. in the study area include Dillon Reservoir. The Blue River is nearby but outside the study area.</p>	<p>Would result in 1.056 acres of permanent impacts to wetlands, of which 0.200 acre of permanent impacts would occur to the fen complexes.</p> <p>Would result in 0.394 acre of temporary impacts, of which 0.117 acre of temporary impacts would occur to the fen complexes.</p> <p>Indirect benefits may include reducing sediment to the fen.</p>	<p>Would result in 0.547 acre of permanent impacts to wetlands, of which 0.068 acre of permanent impacts would occur to the fen complexes.</p> <p>Would result in 0.443 acre of temporary impacts to wetlands, of which 0.112 acre of temporary impacts would occur to the fen complexes.</p> <p>Would provide better opportunities for capturing sediment, which would be a major benefit.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Vegetation (CDOT, 2014d – Appendix A9)</p>	<p>The project is located in a forested area where vegetation contributes to the scenic integrity of the area and supports other vital resources. The current mountain pine beetle epidemic has led to the death of large numbers of pine trees, and removal of dead trees is planned by the USFS.</p>	<p>A total of 3.04 acres of vegetation would be permanently removed.</p> <p>A total of 15.31 acres of vegetation would be temporarily impacted.</p> <p>Construction of impervious surfaces would increase runoff exposing the surrounding vegetation to higher levels of pollutants. Increased runoff may lead to increased soil erosion.</p>	<p>A total of 6.69 acres of vegetation would be permanently removed. Much of this area is within a larger area of planned removal of trees by the USFS, due to the mountain pine beetle epidemic.</p> <p>A total of 18.45 acres of vegetation would be temporarily impacted.</p> <p>The existing SH 9 paved areas not used for the realigned bikeway would be reclaimed (approximately 3 acres). The existing Dickey Day Use Parking Lot (approximately 0.5 acre) would be closed and reclaimed, and a new parking lot approximately the same size would be constructed. Revegetation in these areas would be primarily grasses.</p> <p>Construction of impervious surfaces would increase runoff exposing the surrounding vegetation to higher levels of pollutants. Increased runoff may lead to increased soil erosion.</p>
<p>Noxious Weeds (CDOT, 2014d – Appendix A9)</p>	<p>Noxious weeds are present in the project area and have the ability to spread into adjacent areas.</p>	<p>Surface disturbance associated with construction could affect vegetation by indirectly introducing noxious and invasive species.</p> <p>Soil disturbance from construction equipment would create favorable conditions for noxious weeds to be introduced and become established, or to further spread.</p>	<p>While the impacts are similar, the amount of soil disturbance and temporary construction impacts would be higher by 3.1 acres under the Proposed Action than the No Action Alternative, due to the greater amount of temporary disturbance necessary during construction.</p> <p>Soil disturbance from construction equipment would create favorable conditions for noxious weeds to be introduced and become established, or to further spread.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Wildlife (CDOT, 2014e – Appendix A10)</p>	<p>The study area provides habitat for big game, predators and other mammals, and migratory birds and raptors. Much of the wildlife habitat within the study area has been disturbed to some extent by human activity. Mule deer (<i>Odocoileus hemionus</i>) and elk (<i>Cervus elaphus</i>) typically occupy higher forested elevations, such as the WRNF areas. Mule deer typically exist in the study area in the summer while elk exist in the study area in the winter. Both mule deer and elk range throughout the Rocky Mountain region of North America.</p>	<p>Wildlife foraging and nesting habitat would be directly impacted by the 3.04 acres of vegetation that would be permanently removed.</p> <p>Expansion of the existing SH 9 alignment and realignment of bikeway under the No Action Alternative would permanently impact approximately 10.7 acres of elk winter range and 18.1 acres of mule deer summer range.</p> <p>Could create a long-term barrier to localized wildlife movement due to the increased width of the highway with the concrete barrier and retaining walls necessary to widen the existing highway in close proximity to the reservoir and large wetland complex just north of Swan Mountain Road.</p> <p>Wildlife species that are sensitive to indirect human disturbance (noise and visual disturbance) would be impacted most during the duration of construction. Because of the mobility of many species, they are generally capable of avoiding activities causing disturbance. It is anticipated that wildlife would return to their habitats once construction is complete.</p> <p>Trash left at the construction site may attract bears.</p> <p>Some types of erosion control measures could entangle animals.</p>	<p>Wildlife foraging and nesting habitat would be directly impacted by the 6.69 acres of vegetation that would be permanently removed, which would be partially offset (both in terms of area and vegetation type) by approximately 3.5 acres that would be reclaimed and revegetated (primarily with grasses) along existing SH 9 and the Dickey Day Use Parking Lot to be relocated. This reclamation effort would benefit general wildlife species that are acclimated to human presence/recreation use.</p> <p>The new SH 9 alignment and Dickey trail connection improvements would permanently impact approximately 11.0 acres of elk winter range and 13.8 acres of mule deer summer range.</p> <p>Would also limit access to approximately 57.0 acres of elk winter range (habitat between the proposed alignment and future bikeway). However, this would account only for a small percentage of approximately 5,100 acres of available elk winter range on public lands between Frisco and Breckenridge.</p> <p>Would eliminate the need for large retaining walls and a concrete barrier in the median, which would reduce the barrier effect to wildlife. In addition, the Proposed Action would include two large multi-use underpass structures for the new Blue River Bikeway. These large underpass structures would be unlighted, have a partial natural (unpaved) floor and have low winter use, and as a result would allow wildlife (deer and smaller) to cross and move under the highway.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Wildlife (Continued) (CDOT, 2014e – Appendix A10)</p>			<p>Moreover, an oversized drainage structure near the eastern end of the alignment would provide the opportunity for small, medium, and large mammals (deer and smaller) to cross under the highway to access suitable habitat north of the proposed alignment and on the Frisco Peninsula.</p> <p>Wildlife species sensitive to indirect human disturbance (noise and visual disturbance) would be impacted most during the duration of construction. Because of the mobility of many species, they are generally capable of avoiding activities causing disturbance. It is anticipated that wildlife would return to their habitats once construction is complete.</p> <p>Trash left at the construction site may attract bears.</p> <p>Some types of erosion control measures could entangle animals.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Aquatic Resources (CDOT, 2014e – Appendix A10)</p>	<p>Dillon Reservoir contains an important recreational fishery with stocked rainbow trout (<i>Oncorhynchus mykiss</i>) and naturally reproducing brown trout (<i>Salmo trutta</i>) and kokanee salmon (<i>Oncorhynchus nerka</i>); these three represent the majority of the catch. The fall spawning brown trout and kokanee salmon migrate from Dillon Reservoir into the Blue River to spawn.</p>	<p>Would expand the existing SH 9 alignment immediately adjacent to Dillon Reservoir, which would allow vehicle splash to go directly into the reservoir without treatment. Water reaching the reservoir directly from the road as vehicle splash may contain road salts and other pollutants that would degrade the aquatic resources and harm fish.</p>	<p>Would move SH 9 away from Dillon Reservoir, reducing untreated vehicle splash, and polluted runoff. Although direct or indirect impacts to aquatic resources are not anticipated due to the lack of perennial drainages or spawning habitat adjacent to the proposed alignment, mitigation for water quality will be required and is described in detail in Appendix A6, Water Resources and Water Quality, and listed in Table 3 under the Water Quality mitigation category.</p>
<p>Special Status Species – Federal Threatened/Endangered Species (CDOT, 2014f – Appendix A11)</p>	<p>The study area may be used as a travel corridor by two federally listed species:</p> <ul style="list-style-type: none"> • Canada lynx (<i>Lynx canadensis</i>) – Federally Threatened • North American wolverine (<i>Gulo gulo luscus</i>) – Federally Proposed for listing <p>Given the existing recreation, traffic, human presence, and habitat features of the project area, lynx and wolverine are not expected to occur frequently.</p>	<p>Based on the location of this project, it has been determined that due to habitat loss the No Action Alternative may impact, but is not likely to adversely affect the lynx nor jeopardize the continued existence of the wolverine. If the No Action Alternative were to be chosen, consultation with the USFWS would be reinitiated to address possible impacts to the wolverine.</p>	<p>Based on the location of this project, it has been determined that due to habitat loss the Proposed Action may impact, but is not likely to adversely affect the lynx nor jeopardize the continued existence of the wolverine. No mitigation is required for federally listed threatened/endangered species for the Proposed Action; however, conservation measures are listed in Table 3.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Special Status Species – Colorado State Threatened/Endangered Species (CDOT, 2014g – Appendix A12)</p>	<p>The study area could be used by the following state listed species:</p> <ul style="list-style-type: none"> • Bald Eagle (<i>Haliaeetus leucocephalus</i>) – State Special Concern • Northern pocket gopher (<i>Thomomys talpoides</i>) – State Special Concern • Boreal toad (<i>Bufo boreas</i>) – State Endangered • Northern leopard frog (<i>Rana pipiens</i>) – State Special Concern <p>There are no active or inactive Bald Eagle nesting sites in the project area. However, habitat in and adjacent to Dillon Reservoir provides good foraging opportunities for Bald Eagles (fish and waterfowl). Habitat for northern pocket gophers exists in the project study area. However, no individuals are known to exist in the project study area. Wetlands and their boundaries are especially important for the boreal toad and northern leopard frog.</p>	<p>The No Action Alternative could directly impact northern pocket gophers if individuals move into the project study area between now and scheduled construction (summers 2016 and 2017). Direct habitat impacts to this species would be very minor because the amount of habitat impacted would be extremely small (less than 0.1 percent) compared to the available habitat in Summit County.</p> <p>The No Action Alternative could temporarily disrupt the foraging activities of Bald Eagles during construction activities. This disruption would be temporary and would last only two construction seasons (summers 2016 and 2017). It should be noted that the Bald Eagle was delisted as a federal listed species after the 2004 ROD.</p> <p>The No Action Alternative would impact boreal toad and leopard frog habitat. The No Action Alternative would require the placement of fill and construction of retaining walls which would impact wetlands. The main threat to the boreal toad and northern leopard frog would be the loss of potential breeding habitat in the fen wetland at the south end of the project. It has been determined that the No Action Alternative may adversely impact individuals, but not likely to impact the species as a whole.</p>	<p>Similar to the No Action Alternative, the Proposed Action could directly impact northern pocket gophers and disrupt foraging activities of Bald Eagles.</p> <p>A determination was made for the Bald Eagle that the Proposed Action may affect individuals, but is not likely to adversely impact the species as a whole. The Proposed Action is not likely to result in a loss of viability on the planning area, nor cause a trend to federal listing or a loss of species viability range-wide.</p> <p>Under the Proposed Action, decreasing the length of the highway by 0.4 mile and reclaiming the land around the current alignment as part of the recreation path would make additional habitat available for the northern pocket gopher to forage, mate and disperse. It has been determined that the Proposed Action may adversely impact individuals, but not likely to impact the species as a whole.</p> <p>Cantilevering the proposed highway over the fen wetland would preserve as much habitat as possible for the boreal toad and northern leopard frog; the impacts would be lessened as compared to the No Action Alternative. It has been determined that the Proposed Action may adversely impact individuals, but not likely to adversely impact the species as a whole.</p> <p>No mitigation is required for the species addressed, but minimization measures have been identified to lessen the impact and are listed in Table 3.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>USFS Sensitive Animal Species (CDOT, 2014h – Appendix A13)</p>	<p>The study area contains potential habitat for the following USFS sensitive bird species:</p> <ul style="list-style-type: none"> • Boreal Owl (<i>Aegolius funereus</i>) • Olive-sided Flycatcher (<i>Contopus cooperi</i>) • Northern Goshawk (<i>Accipiter gentilis</i>) <p>All three of these bird species nest and/or forage in coniferous or mixed coniferous forests.</p>	<p>Would impact foraging and nesting for the Boreal Owl, Olive-sided Flycatcher, and Northern Goshawk.</p> <p>Would directly impact less than 0.1 percent of the available habitat for these bird species.</p> <p>Potential Boreal Owl habitat loss would be 1.03 acres but would be a low to moderate effect because of the low quality of vegetation communities near SH 9 and the limited wildlife use near the road.</p> <p>Potential Olive-sided Flycatcher habitat loss would be approximately 1.22 acres.</p> <p>Potential Northern Goshawk habitat loss would be approximately 0.22 acre.</p>	<p>Would impact foraging and nesting for the Boreal Owl, Olive-sided Flycatcher, and Northern Goshawk.</p> <p>Would directly impact less than 0.1 percent of the available habitat for these bird species.</p> <p>Potential Boreal Owl habitat loss would be 4.1 acres within the project area, but implementation activities would affect primarily lodgepole pine trees, which Boreal Owls do not nest in.</p> <p>Potential Olive-sided Flycatcher habitat loss would be approximately the same as with the No Action Alternative.</p> <p>There would be approximately 2.57 acres of potential Northern Goshawk habitat loss.</p> <p>A determination that the Proposed Action may adversely impact individuals, but is not likely to result in loss of viability on the planning area, nor cause a trend to federal listing or a loss of species viability range-wide was made for the Boreal Owl, Olive-sided Flycatcher, and Northern Goshawk.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>USFS Sensitive Plant Species (CDOT, 2014h – Appendix A13)</p>	<p>The study area has potential habitat for 22 USFS sensitive rare plant species.</p> <p>Lesser bladderwort (<i>Utricularia minor</i>), a USFS sensitive plant, was found in the WRNF outside of but in the vicinity of the project study area.</p>	<p>Rare plant surveys have not yet been completed on National Forest lands adjacent to the existing SH 9 alignment, which would be disturbed under the No Action Alternative. Rare plant surveys for this area will be conducted in the design phase of the project. If a rare plant is found, coordination with the USFS botanist will occur to ensure impacts to the plant are avoided or minimized.</p> <p>The documented occurrence of lesser bladderwort is well outside the area of influence of the No Action Alternative, and no impacts to this species would be expected.</p>	<p>Rare plant surveys completed for the proposed realignment were adequate to determine that these rare plants are absent from the proposed new SH 9 Iron Springs alignment. Rare plant surveys have not yet been completed on National Forest lands adjacent to the existing SH 9 alignment and the Dickey Day Use Parking Lot, which would be disturbed under the Proposed Action. Rare plant surveys for this area will be conducted in the design phase of the project. If a rare plant is found, coordination with the USFS botanist will occur to ensure impacts to the plant population are avoided or minimized.</p> <p>The documented occurrence of lesser bladderwort is well outside the area of influence of the Proposed Action, and no impacts to this species would be expected.</p>
<p>Historic Properties (CDOT, 2014i – Appendix A14)</p>	<p>The study area has the following historic and archaeological resources within proximity to the proposed improvements:</p> <ul style="list-style-type: none"> • Denver South Park and Pacific railroad (DSP&P) • Dillon Placer Mine • SH 9 	<p>Would result in <i>no adverse effect</i> to the DSP&P railroad and SH 9, and <i>no historic properties affected</i> for the Dillon Placer Mine.</p>	<p>Would result in <i>no adverse effect</i> to DSP&P railroad and SH 9. Would have an <i>adverse effect</i> on the Dillon Placer Mine as a result of ground disturbance by heavy equipment and the construction of the new highway alignment through the site.</p>
<p>Paleontological Resources (CDOT, 2014j – Appendix A15)</p>	<p>No fossil localities have been previously recorded for the study area.</p>	<p>In the No Action Alternative, it is unlikely, but possible, that construction could unearth fossils.</p>	<p>In the Proposed Action, it is unlikely, but possible, that construction could unearth fossils.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Land Use (FHU, 2014c – Appendix A16)</p>	<p>The study area includes mainly public land, including recreation, multiple use national forest, and open space. One private residence is contained in the study area, and a school and medical facility are located at either end.</p>	<p>Acquisitions/easements would mainly be adjacent to the existing highway and would not involve changes in the land use of the overall properties. One private parcel with an existing residence has been identified as a full acquisition (to be confirmed in final design), which would be a change in use for this specific parcel.</p> <p>The implementation of the No Action Alternative would not be expected to cause land use changes outside those identified in the study area.</p>	<p>A change in land use with the Proposed Action would include the realignment of a portion of SH 9 across Summit County/Continental Divide Land Trust (CDLT) open space land (to be acquired through a land exchange) and across WRNF multiple use land. Complementing this change will be a change in land use for this existing portion of SH 9 from highway to bikeway. Approximately 7.4 acres of Summit County/CDLT open space would be exchanged for approximately 12 acres of current CDOT ROW resulting in a net increase of open space acreage. In addition, one private parcel with an existing residence has been identified as a full acquisition (to be confirmed in final design), which would be a change in use for this specific parcel.</p> <p>The implementation of the Proposed Action would not be expected to cause land use changes outside those identified in the study area.</p>
<p>Social Resources and Environmental Justice (FHU, 2014d – Appendix A17)</p>	<p>The project area is along SH 9 between Frisco and Breckenridge. Community facilities, including hospital, library and school facilities, are outside the study area to the west and south. Environmental Justice communities are also located outside the study area to the west and south.</p>	<p>Would not displace community facilities or resources and would not result in disproportionately high or adverse impacts to low-income and/or minority populations.</p> <p>The widening of SH 9 would require temporary stopping of traffic due to construction, which could impact traffic and cause travel delays between the two communities.</p> <p>Would offer several benefits to safety and mobility. Benefits are expected to be shared equitably across demographic groups and communities.</p>	<p>Would not displace community facilities or resources and would not result in disproportionately high or adverse impacts to low-income and/or minority populations.</p> <p>With construction occurring offline, traffic delays would occur with the transportation of materials and construction tie-ins. These delays would be less than those associated with the No Action Alternative.</p> <p>Would offer several benefits to safety, water quality protection, and recreation experience. Benefits are expected to be shared equitably across demographic groups and communities.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Right-of-Way (FHU, 2014e – Appendix A18)</p>	<p>Properties adjacent to SH 9 in the project area are mainly publically owned with USFS, Summit County, Town of Frisco and Denver Water parcels. Summit County owns the adjacent property with a conservation easement owned by the CDLT. One privately-owned residence is adjacent to SH 9 in the project area.</p>	<p>Would require temporary or permanent easements and/or acquisition from Summit County, CDLT, USFS, Town of Frisco, and Denver Water. One private residence has been indentified for property acquisition (to be confirmed in final design).</p> <p>Due to the widening of SH 9, the Blue River Bikeway relocated alignment would require a property easement to be acquired from the USFS.</p> <p>The bikeway realignment would require an amendment of the existing USFS Special Use Permit to Summit County for the countywide recreation path system.</p>	<p>Would require temporary or permanent easements and/or acquisition from Summit County, CDLT, USFS, Town of Frisco, and Denver Water. One private residence has been identified for property acquisition (to be confirmed in final design).</p> <p>Would require temporary easements for the relocation of the Blue River Bikeway and construction of the relocated Dickey Day Parking Lot and trail access connections from the USFS, Summit County, Denver Water, and the Town of Frisco.</p> <p>The bikeway realignment would require an amendment of the existing USFS Special Use Permit to Summit County for the countywide recreation path system.</p>
<p>Utilities (FHU, 2014f – Appendix A19)</p>	<p>Electrical transmission, electrical and gas distribution, telecommunication, water and sewer utility lines are located within the project area, both overhead and underground.</p>	<p>Would directly impact a three-phase electrical overhead transmission tower just east of SH 9 due to highway widening, which would require relocation.</p> <p>Impacts are anticipated for the Information Technology Services backbone that runs along SH 9.</p>	<p>Would impact the single-phase underground electric line running along the west side of SH 9, which would require relocation due to the highway project.</p> <p>Potential impacts are anticipated for two high pressure gas lines near Summit High School due to the cantilevered wall, new storm sewer and water quality facilities.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Parks and Recreation Resources (FHU, 2014g – Appendix A20)</p>	<p>The study area includes several parks and recreational resources:</p> <ul style="list-style-type: none"> • Blue River Bikeway • Frisco Peninsula Recreation Area • USFS Peninsula Recreation Area • Dillon Reservoir Recreation Area: Blue River Inlet 	<p>No Action Alternative recreation facility changes are illustrated on Figure 6, which follows this table.</p> <p>Direct impact to approximately 1,200 feet of the Blue River bikeway located adjacent to SH 9, which would require approximately 0.8 mile of the bikeway to be realigned due to the topography of the areas and resulting grades.</p> <p>Would require a slope/maintenance easement for 3.48 acres of land from the Frisco Peninsula Recreation Area for grading and water quality needs. This land is along the southern edge of the property, adjacent to SH 9, and the use of this land would not have a direct impact on recreation facilities and features.</p> <p>Would require an easement for 0.48 acre of land from the USFS Peninsula Recreation Area, for widening of SH 9. This land is along the southern edge of the property, adjacent to SH 9, and the use of this land would not have a direct impact on recreation facilities and features.</p> <p>Would require 0.93 acre of land from the Dillon Reservoir Recreation Area: Blue River Inlet. This land would be needed for the widening of SH 9. This land is along the western edge of the property, adjacent to SH 9, and the conversion of this land to right-of-way would not have a direct impact on recreation facilities and features.</p>	<p>Proposed Action recreation facility changes are illustrated on Figure 7, which follows this table.</p> <p>Direct impact to approximately 1 mile of the Blue River Bikeway, which would require realignment.</p> <p>Would require a slope/maintenance easement for 2.85 acres of land from the Frisco Peninsula Recreation Area for grading and water quality. This land is along the southern edge of the property, adjacent to SH 9, and use of this land would not have a direct impact on recreation facilities and features. In addition, would include the construction of a new parking lot and a new bikeway and trail connection. The new parking lot with bikeway and trail connection would not have an impact on existing recreation facilities and features of the Frisco Peninsula Recreation Area.</p> <p>Would not require any USFS Peninsula Recreation Area because SH 9 would be relocated away from the property. Because SH 9 would no longer be located adjacent to the property, vehicle access to the existing Dickey Day Use Area Parking Lot would be eliminated. Would include the construction of a new parking lot and a new bikeway and trail connection. The new parking lot with bikeway and trail connection would be constructed on the Frisco Peninsula Recreation Area and would not have an impact on the USFS Peninsula Recreation Area other than the access change.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Parks and Recreation Resources (Continued) (FHU, 2014g – Appendix A20)</p>			<p>The new bikeway and trail connection will add approximately 1,500 feet of bikeway/trail to the bikeway network. The distance from the parking lot to the Dillon Reservoir shoreline will be increased by approximately 3,000 feet. This increased distance is not inconsistent with the purpose of the trail, which is walking or mountain biking.</p> <p>Would not require land from the Dillon Reservoir Recreation Area: Blue River Inlet, but would require a temporary easement of 0.95 acre for the repaving of a former path crossing a portion of the property. This would be used to provide a bikeway connection during construction and would remain as an enhancement to bikeway connectivity after construction is completed.</p>
<p>Traffic Noise (CDOT, 2014k – Appendix A21)</p>	<p>Traffic noise can impact a variety of land uses. Sensitive noise receptors within and adjacent to the study area include residences, a school, a medical facility, and recreation areas. These have been evaluated for noise impacts.</p>	<p>Would exceed the Noise Abatement Criteria of 66 dBA [decibel “A” weighted] threshold levels for the Antler House, a private residence (likely to be acquired due to access limitations) at 73.4 dBA and a mobile home park at 69.8 dBA at the south end of the project.</p>	<p>Would exceed the Noise Abatement Criteria of 66 dBA threshold levels for the Antler House, a private residence (likely to be acquired due to access limitations) at 66.5 dBA and a mobile home park at 69.7 dBA at the south end of the project.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Visual Resources (CDOT, 2014I – Appendix A22)</p>	<p>The project area and vicinity includes a number of visual resources: the USFS WRNF, Dillon Reservoir, Peninsula Recreation Area, Sapphire Point Overlook, Dillon Placer Mine, and wetlands. Key Observation Points were evaluated for degree of contrast in relationship to the existing landscape character and whether they meet scenic integrity objectives (SIO). Lands not rated by the USFS were assumed to have Moderate SIO.</p>	<p>Public views of and from SH 9 have Very Strong contrast from steep cuts (with 8:1 slopes) that are difficult to revegetate. Does not meet SIO.</p> <p>There is Strong contrast from the amount of new walls. Does not meet SIO.</p> <p>Strong contrast for the bikeway and widening of SH 9 around Dillon Reservoir. Does not meet SIO.</p> <p>Decrease in scenic quality from highway widening, Strong contrast, in view from Sapphire Point (a significant overlook) across Dillon Reservoir. Marginally meets SIO.</p>	<p>Public views of and from SH 9 have Strong contrast from cut and fill over a large area but natural topography screens more of the road and creates gentler slopes (maximum of 2:1, typically 3:1) that are easier to revegetate. Meets SIO.</p> <p>Views from the bikeway of the new East and West underpass structures would have Moderate to Strong contrast. Meets SIO.</p> <p>Removal of the old SH 9 would have beneficial effects in overall long-term scenic views: Sapphire Point to Dillon Reservoir, Dillon Reservoir and the realignment of the Blue River Bikeway, the absence of highway traffic along the Buzz Saw Nordic Trail, and the closure of the Dickey Day Use Parking Lot (with relocation to the Frisco Peninsula Recreation Area). Exceeds SIO.</p> <p>Views of the Dillon Placer Mine would have a Very Strong contrast due to the SH 9 realignment in form, line, color, and texture. Does not meet SIO.</p>
<p>Energy (FHU, 2014h – Appendix A23)</p>	<p>Transportation projects require energy for construction. Energy is also used by vehicles using the facilities after construction and for road maintenance.</p>	<p>Would require energy for vehicles and equipment during construction. Vehicles would use energy traveling the corridor following construction.</p>	<p>Would require energy for vehicles and equipment during construction similar to that of the No Action Alternative.</p> <p>Would reduce energy consumption by the local transportation system due to the shorter length of road. Would decrease daily vehicle miles traveled and fuel consumption by 6 percent for traffic between Frisco and Breckenridge, relative to the No Action Alternative.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Hazardous Materials/Waste (FHU, 2014i – Appendix A24)</p>	<p>An Initial Site Assessment (ISA) was conducted to identify hazardous materials sites for SH 9 within a one mile radius of the corridor between milepost 93 to milepost 95.</p>	<p>The ISA has not identified hazardous materials sites likely to be impacted by the No Action Alternative. Potential contaminated materials that may be encountered which would require proper management and handling during construction include lead-based paint (LBP), electrical transformers, possible asbestos-containing material in building demolition.</p>	<p>The ISA has not identified hazardous materials sites likely to be impacted by the Proposed Action. Potential contaminated materials that may be encountered and would require proper management and handling during construction include LBP, electrical transformers, possible asbestos-containing material in building demolition.</p>
<p>Cumulative Impacts (Pinyon, 2014 – Appendix A25)</p>	<p>Cumulative impacts have been examined for project and surrounding area including the Towns of Frisco and Breckenridge. Frisco and Breckenridge were both established as mining towns in the 1800s. The ski industry was established in the early 1960s, and Dillon Reservoir was built in that timeframe as well. Since that time, development has occurred supporting an economy dominated by recreation activities. Development is expected to continue to occur on private land, while public lands will continue to be managed for multiple uses including recreation.</p>	<p>Cumulative impacts to land use, wetlands, wildlife, aquatic life, threatened and endangered species, and water resources have been examined. The direct and indirect impacts of the No Action Alternative would not incrementally result in a substantial cumulative impact for the resources analyzed. Land in the cumulative impact study area would continue to be developed for a variety of uses regardless of which alternative is selected. Recreational use is projected to increase regardless of which alternative is selected. These two factors have been, and remain, the primary cause of impacts to the resources examined. The manner in which development and use occurs and is managed by local and federal agencies with jurisdiction in the area will shape the environment into the future.</p>	<p>Cumulative impacts to land use, wetlands, wildlife, aquatic life, threatened and endangered species, and water resources have been examined. The direct and indirect impacts of the Proposed Action would not incrementally result in a substantial cumulative impact for the resources analyzed. Land in the cumulative impact study area would continue to be developed for a variety of uses regardless of which alternative is selected. Recreational use is projected to increase regardless of which alternative is selected. These two factors have been, and remain, the primary cause of impacts to the resources examined. The manner in which development and use occurs and is managed by local and federal agencies with jurisdiction in the area will shape the environment into the future.</p>

Table 2 Overview of the Impacts Associated With the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative [Widen to four-lane reduced section highway on existing alignment]	Proposed Action [Construct four-lane reduced section highway on new alignment]
<p>Section 4(f) (FHU, 2014j – Appendix A26)</p>	<p>Section 4(f) of the Department of Transportation Act of 1966 protects significant public recreational resources and historic sites that may be impacted by transportation projects. Section 4(f) recreation properties in the study area are: Blue River Bikeway, Frisco Peninsula Recreation Area, USFS Peninsula Recreation Area, and Dillon Reservoir Recreation Area: Blue River Inlet.</p> <p>Historic properties are: the DSP&P railroad (2 segments), SH 9 itself, and Dillon Placer Mine, an archaeological ruin.</p>	<p>Would have minor impacts to Section 4(f) properties, including the DSP&P railroad and SH 9 itself (as described previously in this table under Historic Properties) and the Blue River Bikeway, Frisco Peninsula Recreation Area, USFS Peninsula Recreation Area, and Dillon Reservoir Recreation Area (as described previously in this table under Parks and Recreation Resources).</p> <p>A Section 4(f) evaluation was completed for the No Action Alternative with the 2004 ROD. This would require reevaluation if the No Action Alternative is selected.</p>	<p>Would have impacts to Section 4(f) properties, including the DSP&P railroad and SH 9 itself (as described previously in this table under Historic Properties) and the Blue River Bikeway, Frisco Peninsula Recreation Area and USFS Peninsula Recreation Area (as described previously in this table under Parks and Recreation Resources).</p> <p>Would also impact the Dillon Placer Mine, which is an archaeological ruin whose value is not dependent on preservation in place; therefore, it does not require a Section 4(f) approval per 23 Code of Federal Regulation 774.13(b).</p> <p>FHWA is considering a <i>de minimis</i> finding with regard to Section 4(f) for the Proposed Action.</p>

Figure 6 No Action Alternative Recreation Facility Changes

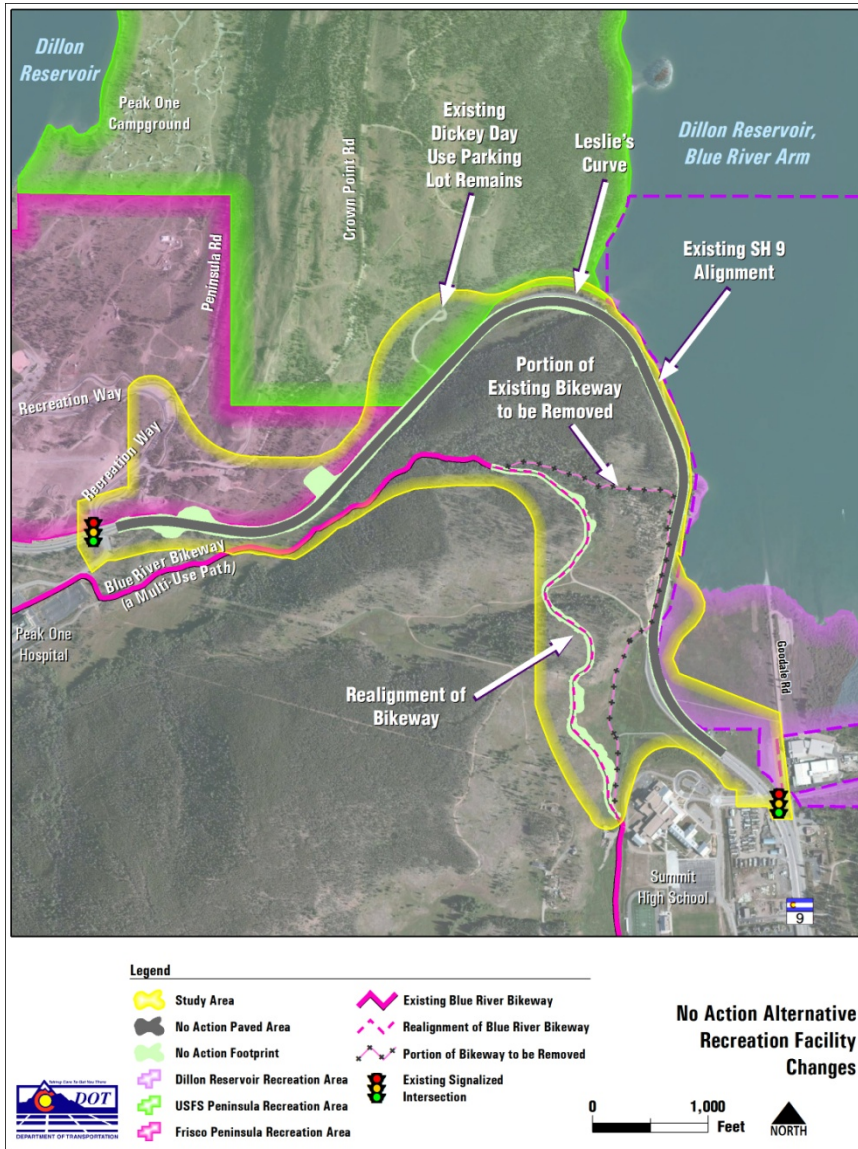
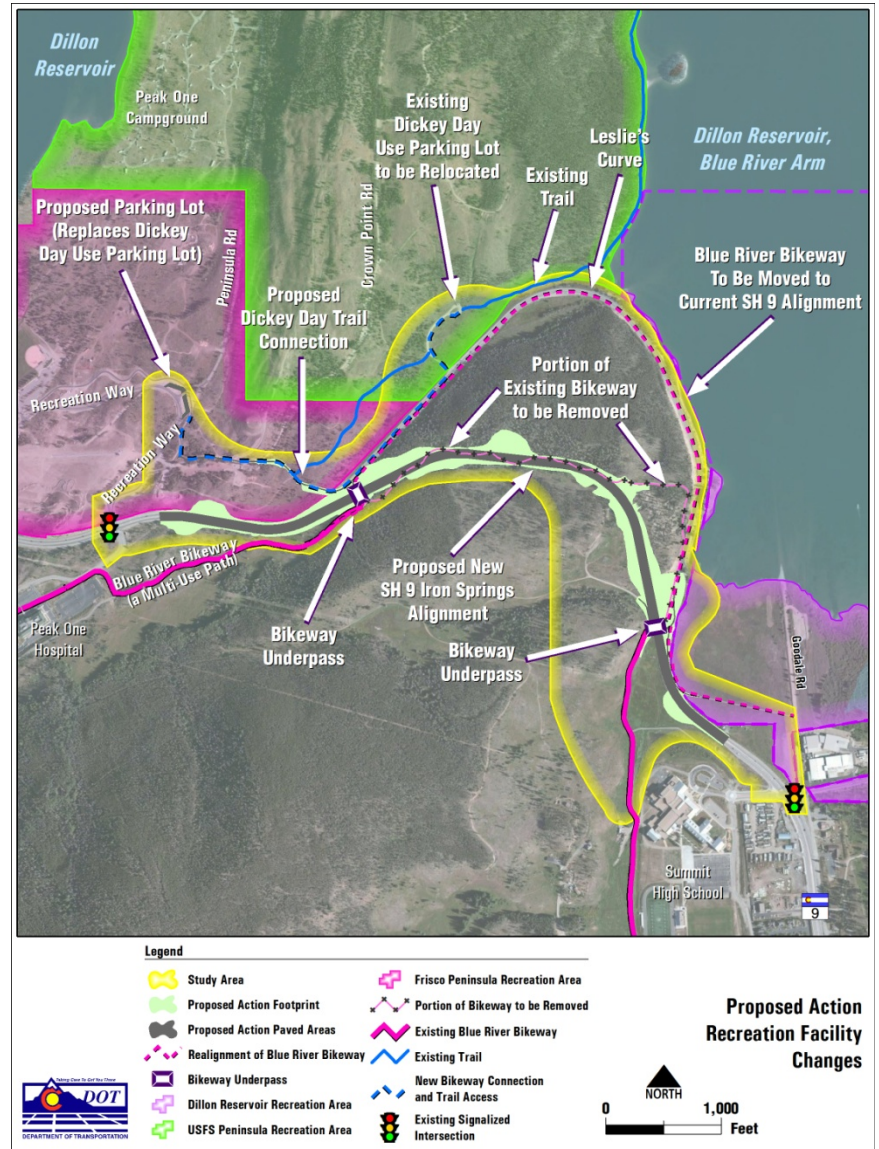


Figure 7 Proposed Action Recreation Facility Changes



1 **WHAT MITIGATION COMMITMENTS WILL BE MADE FOR THE PROPOSED ACTION?**

2 Mitigation commitments for the Proposed Action have been identified in detail for each impacted resource and are presented in the technical
 3 documentation contained in **Appendix A**. Each technical report or memorandum in **Appendix A** provides additional details regarding the methodology
 4 and analysis of impacts and mitigations. A unique tracking number, mitigation category, impact, mitigation commitment, responsible agency for tracking
 5 commitments, and the timing or phase that mitigation will be implemented is listed in **Table 3**, summarizing all of the commitments made for the
 6 Proposed Project. Mitigation commitments for the No Action Alternative (widen to four-lane reduced section roadway on existing alignment) were
 7 identified in the 2004 ROD (CDOT and FHWA, 2004a).

8 **Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action**

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
1	Transportation Resources	Temporary disruption of traffic	A way-finding and signage system to ease travel conditions for motorists and bikeway users will be implemented.	CDOT Design Construction	Design Construction
2	Air Quality	Air emissions during construction	Maintain equipment on a regular basis. Equipment will be subject to inspection by the project manager to ensure maintenance.	CDOT Construction	Construction
3	Air Quality	Air emissions during construction	No excessive idling of inactive equipment or vehicles.	CDOT Construction	Construction
4	Air Quality	Fugitive dust from construction activities	Fugitive dust systematically controlled through diligent implementation of CDOT’s Standard Specifications for Road and Bridge Construction, particularly Sections 107.24, 209 and 250, and Air Pollution Control Division’s Air Pollutant Emission Notification requirements.	CDOT Construction	Construction
5	Geologic Resources	Slope failures	Cut and fill slopes will be designed and constructed with a maximum 2:1 slope (at least 2 feet horizontal to each 1-foot vertical rise) to prevent slope failures.	CDOT Design Construction	Design Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
6	Geologic Resources	Impacts to the existing shallow groundwater, seeps and springs	Horizontal and cut-off drains will be incorporated into the design and construction, as needed.	CDOT Design Construction	Design Construction
7	Water Quality	Highway pollutant runoff	Permanent BMPs will be incorporated into design, such as: stormwater runoff/sediment capture basins, riprap check dams along vegetated swales and adding riprap to outfalls in order to break up concentrated flows.	CDOT Design Construction	Design Construction
8	Water Quality	Highway pollutant runoff	Incorporate appropriately sized basins to capture Water Quality Capture Volume plus an added 20 percent for sediment accumulation from sanding operations.	CDOT Design Construction	Design Construction
9	Water Quality	Highway pollutant runoff	Implement strategies to improve water quality by reducing stormwater runoff volume and velocity, enhancing infiltration, increasing length of drainage flow paths, and minimizing stream bank impacts. Examples include: check dams along ditches to slow runoff, ditch linings to prevent erosion until vegetation can reestablish, and sand filter basins to capture sediment and reduce phosphorus from entering Dillon Reservoir.	CDOT Design Construction	Design Construction
10	Wetlands	Temporary impacts to wetlands	Fence wetlands to be protected during construction.	CDOT Environmental	Design Construction
11	Wetlands	Temporary impacts to wetlands	After construction, remove temporary fill/materials used for protecting wetlands from permanent impact and remove all construction debris.	CDOT Construction	Construction
12	Wetlands	Temporary impacts to wetlands	Temporary BMPs (such as installing erosion logs, bales, silt fence, etc.) will be used to capture sediments from disturbed areas during construction.	CDOT Construction	Construction
13	Wetlands	Temporary impacts to wetlands	Check temporary impact areas following construction to confirm there are not permanent impacts.	CDOT Environmental	Construction
14	Wetlands	Permanent impacts to wetlands	The structure at the fen location will be designed as a cantilever wall system to minimize the wetland impact on both sides of SH 9.	CDOT Environmental and Design	Construction and Design

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
15	Wetlands	Permanent impacts to wetlands	Seed and mulch disturbance areas adjacent to wetlands to reduce erosion and promote revegetation; plant supplemental vegetation as needed.	CDOT Construction	Construction
16	Wetlands	Permanent impacts to wetlands	Specific monitoring of construction activities in and near wetlands will be done to ensure protection of wetlands.	CDOT Environmental and Construction	Design Construction
17	Wetlands	Permanent wetland losses	Mitigation alternatives will be coordinated with Summit County and USFS to identify a suitable wetland mitigation site meeting Section 404 permit requirements.	CDOT Environmental	Design
18	Vegetation	Removal of vegetation	A revegetation plan will be developed during the final design in coordination with the USFS and Summit County for use along the reclaimed SH 9 alignment/new recreation path and other areas disturbed during construction. Specific objectives of the revegetation plan would be identified, such as blending the vegetation with existing vegetation, use of native species, and minimizing the spread of noxious and invasive weeds. The seed mix used for revegetation will be approved by the USFS.	CDOT Environmental Design	Design
19	Vegetation	Removal of vegetation	Minimize the amount and time period of disturbance to allow revegetation of disturbed areas.	CDOT Construction	Design Construction
20	Vegetation	Removal of vegetation	Avoid disturbance to existing trees, shrubs and vegetation, to the maximum extent possible.	CDOT Construction	Construction
21	Vegetation	Removal of vegetation	All disturbed areas will be revegetated with native grass and forb species. Seed, mulch and mulch tackifier will be applied in phases throughout construction. Native trees and shrubs will be planted where appropriate. The seed mix and plantings for revegetation will be approved by the USFS.	CDOT Construction	Construction
22	Vegetation	Removal of vegetation	Temporary erosion control blankets will have flexible natural fibers.	CDOT Design Construction	Design Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
23	Vegetation	Removal of vegetation	Erosion bales, erosion logs, silt fences or, other sediment control device will be used as sediment barriers and filters adjacent to wetlands, surface waterways, and at inlets where appropriate.	CDOT Construction	Construction
24	Vegetation	Removal of vegetation	Check dams will be used where appropriate to slow the velocity of water through roadside ditches and in swales.	CDOT Construction	Construction
25	Vegetation	Removal of vegetation	Work areas will be limited as much as possible to minimize construction impacts to vegetation.	CDOT Construction	Construction
26	Noxious Weeds	Spread of noxious weeds	An Integrated Weed Management Plan for noxious weeds will be incorporated into project design and implemented during construction.	CDOT Environmental Construction	Design Construction
27	Noxious Weeds	Spread of noxious weeds	During final design, detailed weed mapping of the project area will be updated. Mapping will be included in the construction documents along with appropriate control methods for noxious weeds.	CDOT Environmental	Design Construction
28	Noxious Weeds	Spread of noxious weeds	Following noxious weeds mapping and inventory, the potential for spread of identified noxious weeds due to disturbance by construction activities will be analyzed including potential for noxious weeds to spread into wetlands or other sensitive areas. The information will be added to the Integrated Weed Management Plan	CDOT Environmental	Design Construction
29	Noxious Weeds	Spread of noxious weeds	Use of herbicides will include selection of appropriate herbicides and timing of herbicide spraying (CDOT Standard Specification Section 217).	CDOT Construction	Construction
30	Noxious Weeds	Spread of noxious weeds	Certified weed-free hay and/or mulch will be used in all revegetated areas.	CDOT Construction	Construction
31	Noxious Weeds	Spread of noxious weeds	All construction vehicles will be cleaned before off-loading at the project site. Project staging areas will be mowed and cleared of noxious weeds prior to construction.	CDOT Construction	Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
32	Noxious Weeds	Spread of noxious weeds	Project design and construction engineer will coordinate with the Summit County weed supervisor, local governing bodies, and landowners to assure proper noxious weed management activities.	CDOT Design Construction	Design Construction
33	Noxious Weeds	Spread of noxious weeds	No fertilizers will be used on the project site.	CDOT Construction	Construction
34	Wildlife	Disruption and loss of existing habitats and movement corridors	The new drainage structure located on the east end of the new alignment will be an arch culvert with a natural bottom substrate to promote wildlife usage. This structure will have a 10-foot high by 16-foot wide arch to encourage use by medium sized and large mammals (deer and smaller). Mature habitat adjacent to this new drainage structure will be retained, as much as practicable during construction, by a qualified biologist designating a protected area with orange construction fencing. Enhancement of vegetation adjacent to this drainage structure and wildlife crossing will be evaluated during final design.	CDOT Design Construction	Design Construction
35	Wildlife	Disruption and loss of existing habitats and movement corridors	Although wildlife fencing is not currently included, the incorporation of appropriate wildlife fencing and wildlife jump outs along the new alignment will be reassessed during final design in consultation with Colorado Parks and Wildlife (CPW) and the USFS-WRNF.	CDOT Design Environmental	Design
36	Wildlife	Disruption and loss of existing habitats and movement corridors	The two multi-use underpasses located at each end of the new alignment will include a 4-foot wide separate path (natural substrate) adjacent to the 12-foot wide paved trail for general wildlife usage (suitable for deer and smaller). Lighting in the underpasses will not be provided in order to promote usage by wildlife. Enhancement of vegetation adjacent to these underpasses will be evaluated during final design.	CDOT Design, Environmental, and Construction	Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
37	Wildlife	Disruption and loss of existing habitats and movement corridors	A revegetation plan will be developed in final design in coordination with the USFS and Summit County for use along the reclaimed SH 9 alignment/new recreation path and other areas disturbed during construction. Specific objectives of the revegetation plan would be identified, such as blending the vegetation with existing vegetation, use of native species, and minimizing the spread of noxious and invasive weeds.	CDOT Design, Environmental, and Construction	Design Construction
38	Wildlife	Trash on construction site could attract bears	Bear resistant trash receptacles will be utilized near construction areas to reduce conditions that may attract bears.	CDOT Construction	Construction
39	Wildlife	Disruption of elk winter range	To minimize the disturbance of elk on winter range, major roadway construction will not occur between December 1 and April 15. Some site clearing activities, such as tree removal, may be conducted between December 1 and April 15 if this is needed to avoid impacts to migratory birds and allow major roadway construction to occur after April 15.	CDOT Construction	Construction
40	Wildlife	Erosion control measures could entangle animals	Temporary erosion control blankets will have flexible natural fibers.	CDOT Design and Construction	Design Construction
41	Wildlife	Disruption to nesting birds habitat	If construction is to commence between April 1 and August 31, to avoid impacts to nesting birds in accordance with the Migratory Bird Treaty Act, a qualified biologist will conduct a nest survey prior to construction. If active nests are found, coordination with CPW and U.S. Fish and Wildlife Service (USFWS) is required to determine an appropriate course of action, which may include, but is not limited to, a delay in construction to avoid the breeding season.	CDOT Design and Environmental CPW USFWS	Prior to Construction
42	Special Status Species-Federal Threatened/ Endangered Species	Possible disruption to wolverine and lynx movement corridors	Two underpasses will be constructed on either end of the project which are designed for recreation, but will be available for use by wildlife to cross under SH 9. The underpasses will be suitable for use by wildlife the size of deer and smaller. The underpasses will not be lit at night.	CDOT Design and Construction	Design Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
43	Special Status Species-Federal Threatened/ Endangered Species	Possible disruption to wolverine and lynx movement corridors	A 10-foot high by 16-foot wide arched wildlife crossing, suitable for wildlife the size of deer and smaller, will be installed under the new alignment.	CDOT Design and Construction	Design Construction
44	Special Status Species-Federal Threatened/ Endangered Species	Possible disruption to wolverine and lynx during construction	If night work is needed, the schedule will allow for no more than four consecutive nights of work immediately followed by at least three consecutive nights of no work.	CDOT Construction	Construction
45	Special Status Species-Federal Threatened/ Endangered Species	Potential loss of wolverine and lynx habitat	Minimize tree removal and disturbance to native plant communities. Stabilize disturbed areas and reestablish native vegetation communities following construction. Native trees and shrubs will be planted at the portals of the crossings to provide cover for lynx and other wildlife when approaching the crossings.	CDOT Design Construction	Design Construction
46	Special Status Species-Colorado State Threatened/ Endangered Species/USFS Sensitive Species	Threats to the Bald Eagle from loss of forage (minor portion of summer or winter range)	Protect prey species within Dillon Reservoir by incorporating permanent water quality BMPs into the roadway design (such as stormwater runoff/sediment control capture basins, and riprap check dam).	CDOT	Design Construction
47	Special Status Species-Colorado State Threatened/ Endangered Species	Threats to the boreal toad and northern leopard frog from loss of breeding habitat in the fen at the south end of the project	Survey for presence of boreal toad and northern leopard frog between June 15 and July 15 prior to construction. If no survey is conducted, then presence must be assumed and no work would be allowed in any wetland area between March and September. If a survey is conducted and egg masses or tadpoles are found, then no work would be allowed in any occupied wetland area between March and September. If no egg masses or tadpoles are found work may continue.	CDOT Environmental	Design Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
48	Special Status Species-Colorado State Threatened/ Endangered Species	Threats to the boreal toad and northern leopard frog from loss of breeding habitat in the fen at the south end of the project	Restrict refueling and, if possible, equipment repair to more than 100 feet from fen area.	CDOT Construction	Construction
49	Special Status Species-Colorado State Threatened/ Endangered Species	Threat to the pocket gopher from loss of habitat	Use previously developed areas with no vegetation for staging and storage of materials to the extent possible.	CDOT Construction	Construction
50	USFS Sensitive Species	Potential impacts to Boreal Owl habitat	A broadcast calling survey to determine Boreal Owl presence, in potentially affected habitat, will take place in the spring (March to April) prior to construction. Survey protocol, which will be provided by the USFS, will be followed. If Boreal Owls are detected, a nest survey will be conducted. If an active nest is found, a buffer area (currently a 0.25-mile radius) will be established and no work will be allowed within that buffer between April 15 and August 31.	CDOT Environmental and Construction	Construction
51	USFS Sensitive Species	Potential to directly impact individual Olive-sided Flycatcher from human presence or high noise levels precluding nesting and foraging activities and the felling and/or damaging of occupied nest trees	The project area will be surveyed June 1 through July 31 prior to construction. Nest surveys will be performed and active nests avoided with a buffer area (currently a 50-foot radius) around it. Nesting periods typically last three weeks (normally July 1 to August 1).	CDOT Environmental and Construction	Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
52	USFS Sensitive Species	Implementation of the Proposed Action may reduce foraging habitat in a very small area of the Northern Goshawk range	<p>The project location area will be surveyed between May 1 and June 30 prior to construction (and annually thereafter during construction). If a nest is found, a buffer recommended by CPW (currently a 0.5-mile radius) will be established and no work will be allowed within that buffer between March 1 and September 1.</p> <p>Alternatively, an on-site biological monitor may be used to evaluate the construction work impacts on nesting Goshawks during the breeding season in lieu of a no-work buffer area. The biological monitor will be present to monitor the nest during construction activities that occur within a 0.5-mile radius. If construction work near the nest results in a noticeable disturbance to the Goshawks, construction will cease in the no-work buffer area or a determined disturbance area, and will commence after the young have fledged and the nest has been abandoned.</p>	CDOT Environmental and Construction	Construction
53	USFS Sensitive Species	Impacts to migratory bird nest sites	The removal of snags greater than 25 feet in height, with a diameter at breast height greater than 8 inches, will be minimized to the extent practicable. This will help to ensure that appropriate nest sites are available for future use.	CDOT Environmental and Construction	Construction
54	USFS Sensitive Species	Disturbance to potential habitat for 22 sensitive rare plant species	Rare plant surveys completed for the proposed realignment were adequate to determine that these rare plants are absent from the proposed new SH 9 Iron Springs alignment. Rare plant surveys have not yet been completed on National Forest lands adjacent to the existing SH 9 alignment and the Dickey Day Use Parking Lot, which would be disturbed under the Proposed Action. Rare plant surveys for this area will be conducted in the design phase of the project. If a rare plant is found, coordination with the USFS botanist will occur to ensure impacts to the plant are avoided or minimized.	CDOT Environmental	Design

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
55	Historic Properties	Ground disturbance by heavy equipment and construction of the new highway alignment on Dillon Placer Mine	CDOT to provide archival documentation and interpretive signage for the Dillon Place Mine per the Memorandum of Agreement executed in January 2014. The Contractor shall comply with CDOT Standard Specification 107.23.	CDOT Environmental	Design Construction
56	Paleontological Resources	Encountering fossils during construction	Any fossils encountered within the proposed project limits during proposed project construction, most especially identifiable, age-diagnostic vertebrate fossils, will be set aside and the CDOT paleontologist and/or USFS paleontologist called in immediately to assess their scientific importance. The Contractor shall comply with CDOT Standard Specification 107.23.	CDOT Environmental and Construction	Construction
57	Social Resources and Environmental Justice	Traffic delays due to construction activities will extend travel time between the Towns of Frisco and Breckenridge	CDOT to coordinate with local communities for construction practices that will minimize disruption of traffic flow. A way-finding and signage system to ease travel conditions for motorists and bikeway users will be implemented.	CDOT Construction	Construction
58	Right-of-Way	Property needed for right-of-way by acquisition	Property acquisition for right-of-way will conform to the requirements set forth in the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Public Law 91-646 as amended). The property acquisition required for the highway construction and Blue River Bikeway relocation on the Summit County/CDLT property will be based on the CDOT/Summit County/CDLT Land Swap Agreement.	CDOT Design and Right-of-Way	Design Right-of Way
59	Right-of-Way	Permanent and temporary property easements for highway construction, the relocation of the Blue River Bikeway, and relocation of the Dickey Day Use Parking Lot	Easements will be obtained by CDOT through agreement with the Town of Frisco, Summit County/CDLT, Denver Water and USFS. The USFS property needed for highway construction will be obtained through a new highway easement deed, and any stipulations included in the highway easement deed will be adhered to.	CDOT Design and Right-of-Way	Design Right-of-Way

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
60	Utilities	Construction impacts to existing utilities	During preliminary and final design, locator services and potholing will be conducted to provide more accurate information on underground utilities. Where relocations are required due to conflicts, designs to relocate the utility will be developed with the utility company or public utility department. Utility adjustments that are required will be reviewed by each affected company or public utility department. Proper detours and advance notice will be coordinated with service providers to allow delivery of uninterrupted utility service during construction.	CDOT Design and Construction	Design Construction
61	Parks and Recreation Resources	Construction will impact the use of the Blue River Bikeway	Provide temporary bikeway during construction, currently assumed to be located on the north side of SH 9 separated by a barrier.	CDOT Design and Construction	Design Construction
62	Parks and Recreation Resources	Direct impact to approximately 1 mile of the Blue River Bikeway	The bikeway will be established in its permanent location along the current SH 9 alignment. Once SH 9 is completed and traffic is shifted to the new SH 9 alignment, the extra width of asphalt along the existing SH 9 alignment will be removed. The connection to the existing portions of the bikeway will be via grade-separated crossings (underpasses through which the bikeway will pass beneath SH 9) at either end of the new bikeway alignment.	CDOT Design and Construction	Design Construction
63	Parks and Recreation Resources	Direct impact to approximately 1 mile of the Blue River Bikeway	For the portions of the existing path to be closed, which are outside the footprint of the new SH 9 alignment, the asphalt would be removed and the area reseeded with native seed. Seed mix will be approved by USFS.	CDOT Design and Construction	Design Construction
64	Parks and Recreation Resources	Direct impact to 2.85 acres of land from the Frisco Peninsula Recreation Area needed for the widening of SH 9 and associated grading and water quality	Impacted terrain outside the paved areas will be reseeded with native seed. Seed mix will be approved by USFS.	CDOT Design and Construction	Design Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
65	Parks and Recreation Resources	Construction of a new parking lot and a new bikeway and trail connection on the Frisco Peninsula Recreation Area, located in the USFS Peninsula Recreation Area, as well as an enhanced bicycle and foot connection between the Blue River Bikeway and the Frisco Peninsula Recreation Area	The replacement parking lot with new bike and trail connection will be designed and constructed so that they are compatible with the Frisco Nordic Center trail network.	CDOT Design and Construction	Design Construction
66	Parks and Recreation Resources	Elimination of vehicle access to the existing Dickey Day Use Parking Lot located in the USFS Peninsula Recreation Areas	<p>Replacement parking with new bikeway and trail connection will be provided on the adjacent Frisco Peninsula Recreation Area. Vehicle access to the new parking lot will be via Recreation Way and its signalized intersection with SH 9.</p> <p>The new bikeway and trail connection will add approximately 1,500 feet of bikeway/trail to the bikeway network. The distance from the parking lot to the Dillon Reservoir shoreline will be increased by approximately 3,000 feet. This increased distance is not inconsistent with the purpose of the trail, which is walking or mountain biking.</p> <p>The Dickey Day Use Parking Lot and access road to be closed will be reclaimed and reseeded with native seed. Seed mix will be approved by USFS. Signage will be provided for the new bikeway and trail connection.</p>	CDOT Design and Construction	Design Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
67	Parks and Recreation Resources	A temporary easement of 0.95 acre would be required for repaving of a former path crossing a portion of the Dillon Reservoir Recreation Area: Blue River Inlet property. This would be used to provide a bikeway connection during construction and would remain as an enhancement to bikeway connectivity after construction is completed.	Impacted terrain outside the paved path area would be reseeded with native seed. Signage will be provided for the new bikeway connection.	CDOT Design, Right-of-Way, and Construction	Design Right-of-Way Construction
68	Traffic Noise	Noise levels above the Noise Abatement Criteria	Noise abatement at the impacted locations do not meet the reasonable and feasible criteria for providing noise abatement under FHWA compliant CDOT Noise Analysis Guidelines (CDOT, 2013k). Therefore, noise abatement will not be provided.	Not Applicable	Not Applicable

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
69	Visual Resources	New highway elements and change to visual character— Visual contrast between construction elements and the landscape	<p>CDOT is committed to Context Sensitive Solutions, a process that is used to ensure collaboration. CDOT will follow measures outlined in the Aesthetic Study and Design Guidelines (CDOT, 2003) prepared for the EIS (CDOT, 2004a) and will continue coordination with the CDOT appointed landscape architect, local jurisdictions (including the Town of Frisco and Summit County), and USFS. Mitigation measures to maintain a natural-looking appearance and enhance the visual character of SH 9 include:</p> <ul style="list-style-type: none"> • Improvements and new highway elements introduced in Developed Recreation Complexes (Management Prescription area 8.21) within the USFS shall harmonize with the natural setting and be consistent with the <i>White River National Forest Plan</i> (USFS, 2002) to the extent possible. • During final design, care will be taken to address the visual compatibility of the project with surrounding landscapes; including the consideration of design strategies. 	CDOT Design and Construction	Design Construction
70	Visual Resources	Public views of and from SH 9— Strong contrast created by cut and fill in the landscape	<p>Use site grading to blend disturbance into the existing topography to achieve a natural appearance, as much as practicable, and minimize cuts and fill.</p> <p>Design new rock cut slopes to blend with existing rock formations. Coloring, such as rock staining, may be needed to reduce the contrast between new cuts and existing rock faces.</p> <p>Use a variety of native plant material in revegetation efforts to ensure long-term establishment and success.</p>	CDOT Design and Construction	Design Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
71	Visual Resources	Views of East and West underpass structures from the bikeway—Moderate to Strong visual scale and contrast between new element forms and the landscape	Use roadside plantings, slope molding, and careful selection of color and texture to reduce contrast. Plant groupings are to be located in areas most visible to the motorist to make best use of limited plant material quantities. Design all groupings so they visually extend the existing landscape.	CDOT Design Construction	Design Construction
72	Visual Resources	Views from Buzz Saw Nordic Trail, Dickey Day Parking Lot, bikeway along Dillon Reservoir, Blue River Arm, and Sapphire Point of old SH 9—Reduction in contrast with landscape due to relocation of SH 9; greater solitude and enhanced visual character	Excess SH 9 pavement from the abandoned roadbed will be removed, as much as practicable, and the disturbed area restored with native seeding.	CDOT Design Construction	Design Construction
73	Visual Resources	View of Dillon Placer Mine from the proposed SH 9—Very Strong contrast in form, line, color, and texture between the new highway and landscape	CDOT and the State Historic Preservation Officer have agreed that archival documentation and interpretive signage are appropriate mitigation under Section 106, per the Memorandum of Agreement executed in January 2014.	CDOT Design Construction and Environmental	Design Construction
74	Energy	Energy use during construction	Appropriate temporary BMPs will be implemented by CDOT and the project contractor to minimize energy consumption. Examples include: limit idling of construction equipment; encourage carpooling for construction workers; encourage use of closest material sources; position construction staging areas close to work sites; encourage use of more fuel-efficient construction vehicles; implement traffic management that minimizes delays and idling; encourage use of recycled materials; conduct disruptive activities during periods of lower traffic volumes; and keep equipment well-maintained.	CDOT Design and Construction	Design Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
75	Hazardous Materials/Waste	Potential to encounter asbestos containing materials (ACM) during building demolition; asbestos presents a worker health and safety concern	A State Certified Asbestos Inspector shall inspect for the presence of ACM for the Antler House property (16354 SH 9), if confirmed as an acquisition in final design. Also, it is recommended that a State Certified Asbestos Inspector inspect for the presence of ACM prior to any utility work on potential ACM found in the project area. If asbestos is found, all further work (soil-related) shall proceed in accordance with Section 250.07 specification (ACM Management) of the CDOT Standard Specifications for Road and Bridge Construction (CDOT, 2011a). Also, if ACM is identified, the Air Quality Control Commission Regulation Number 8 Part B, and the Colorado Department of Public Health and Environment Hazardous Materials and Waste Management Division Section 5.5 of the regulations (6 Colorado Code of Regulations 1007-2) must be followed.	CDOT Design and Construction	Design Construction
76	Hazardous Materials/Waste	Potential to encounter LBP during structure demolition; LBP presents a worker health and safety concern	<p>Test for LBP on any painted structures to be removed or modified during construction.</p> <p>LBP may need to be removed prior to any demolition activities if leachable lead is detected at concentrations greater than regulatory levels. Where surfaces with LBP would be removed via torching, additional health and safety monitoring requirements are applicable.</p> <p>If LBP is present on any highway structures or other structures associated with the Antler House property (16354 SH 9) to be acquired (if confirmed as an acquisition in final design), the requirements of subsection 250.04 (Heavy Metal Based Paint Management) shall be followed in addition to the requirements of subsection 250.03 (General) of the CDOT Standard Specifications for Road and Bridge Construction (CDOT, 2011a).</p>	CDOT Design and Construction	Design Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
77	Hazardous Materials/Waste	Two pole-mounted electrical transformers will be moved for construction and will impact hazardous material handling if found to contain polychlorinated biphenyls (PCBs)	<p>Two pole-mounted electrical transformers were observed in the project area. It is unknown if these transformers contain PCBs. Any electrical equipment with no label or unknown concentration is assumed to be “PCB - contaminated equipment” per U.S. Environmental Protection Agency regulation and should be managed accordingly. In general, legal and financial responsibility for PCB-containing equipment lies with the equipment owner; however, if another party causes the equipment to fail, financial and legal responsibility may be transferred to the responsible party. Therefore, if during final design it is determined that any of the pole-mounted electrical transformers will be removed, coordination with the equipment owners will be required.</p> <p>Also, if any of the pole-mounted electrical transformers will be removed as part of the project, the location of the affected transformers should be identified on the project plans. In addition, a note should be included on the project plans indicating that prior to removal of any transformers coordination with the appropriate utility owners is required. The note should include the name and phone number of the utility owners.</p>	CDOT Design and Construction	Design Construction
78	Hazardous Materials/Waste	Underground utility excavations will have an impact on soil which may contain asbestos	Projects with significant utility excavations (i.e., greater than three feet below ground surface) are required to follow CDOT’s Asbestos-Contaminated Soil Management Standard Operating Procedure dated August 22, 2011 (CDOT, 2011b) for proper handling of asbestos-contaminated soil (available through the CDOT Engineer), and follow all applicable Solid and Hazardous Waste Regulations for proper handling of soils encountered that contain any other substance mentioned above. Regulations apply only upon discovery of asbestos materials during excavation and soil disturbing activities on construction projects, or when asbestos encounters are expected during construction.	CDOT Design and Construction	Design Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
79	Section 4(f)	<i>De Minimis</i> use of recreation resources	CDOT and FHWA will seek public review and comment regarding the impacts and mitigation for the recreation properties, through the EA review and comment process. After consideration of public comments, FHWA will decide whether or not to make <i>de minimis</i> findings for each recreational property and will seek the concurrence of the Official with Jurisdiction for any <i>de minimis</i> findings made. <i>De minimis</i> findings are being considered for the Blue River Bikeway, Frisco Peninsula Recreation Area, and the USFS Peninsula Recreation Area.	CDOT Environmental	Before NEPA decision document
80	Section 4(f)	<i>De Minimis</i> use of Blue River Bikeway	The Blue River Bikeway will be relocated, first to a temporary location along the northern side of SH 9 (separated by a barrier) during construction, then to a permanent location along the current SH 9 alignment once highway construction has been completed. For portions of the existing bikeway to be closed, the asphalt will be removed and the area reseeded with native seed, where it is outside the footprint of the new SH 9 alignment. In addition, where asphalt along the current SH 9 is removed in conjunction with the realignment of the bikeway, these areas will be reseeded with native seed.	CDOT Design and Construction	Design Construction
81	Section 4(f)	<i>De Minimis</i> use of Frisco Peninsula Recreation Area	The replacement parking lot and trail connection will be designed and constructed so that they are compatible with the Frisco Nordic Center trail network. Impacted terrain outside the paved areas will be reseeded with native seed.	CDOT Design and Construction	Design Construction

Table 3 Detailed Impacts and Specific Mitigation Commitments for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Proposed Action Impact	Mitigation Commitments for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation will be Implemented
82	Section 4(f)	<i>De Minimis</i> use of USFS Peninsula Recreation Area	<p>Replacement parking for the Dickey Day Use Parking Lot with new bikeway and trail connections will be provided on the adjacent Frisco Peninsula Recreation Area. The new paved parking lot will have approximately 20 vehicle spaces, which is approximately the same number of vehicles that are currently accommodated in the existing unpaved Dickey Day Use Parking Lot.</p> <p>The Dickey Day Use Parking Lot and access road to be closed will be reclaimed and reseeded with native seed. Signage will be provided for the new bikeway and trail connection.</p>	CDOT Design and Construction	Design Construction
83	Section 4(f)	Impact to Dillon Placer Mine	<p>The Dillon Placer Mine, is an archaeological ruin whose value is not dependent on preservation in place; therefore, it does not require a Section 4(f) approval per 23 Code of Federal Regulation 774.13(b). CDOT and the State Historic Preservation Officer have agreed that archival documentation and interpretive signage are appropriate mitigation under Section 106, per the Memorandum of Agreement executed in January 2014.</p>	CDOT Environmental Design and Construction	Pre-construction Construction

WHAT ADDITIONAL CLEARANCES AND PERMITS ARE REQUIRED FOR THIS PROPOSED ACTION?

In addition to the National Environmental Policy Act evaluation of environmental impacts provided by this EA, the Proposed Action must comply with a wide range of federal and state laws and regulations, including the Clean Water Act, Endangered Species Act, National Historic Preservation Act and others. This includes obtaining permits, preliminary and construction surveys, reviews, and other approvals as required by local agencies, state, and federal regulations.

The following summarizes the type of permits, coordination, and authorization that may be required to support Proposed Action construction. Please note that this list is subject to change. Clearances and permits required for the No Action Alternative (widen to four-lane reduced section roadway on existing alignment) were identified in the 2004 ROD (CDOT and FHWA, 2004a).

Construction Access Permits—Construction access permits are required to be obtained by the construction contractor for detours and lane closures from the CDOT Region Access Control Manager.

Easements—CDOT will obtain any required easements with Denver Water, Summit County/CDLT, Town of Frisco, and the USFS. This will include a new highway easement deed between USFS and CDOT and a special use authorization and/or amendment of the existing USFS Special Use Permit to Summit County for the countywide bikeway system.

Section 404 Permit—Under Section 404(e) of the Clean Water Act, a U.S. Army Corps of Engineers permit and a 20- to 45-day public notice is required for the discharge of dredged and/or fill material into Waters of the United States, including wetlands. An Individual Permit is required if an excess of 0.5 acre of wetland or 300 linear feet of waterway are dredged or filled. A Nationwide Permit is required where lesser amounts of waterway or wetland are dredged or filled. Currently, the U.S. Army Corps of Engineers does not allow the use of many Nationwide Permits, including Nationwide Permit 14 *Linear Transportation Projects*, in fens and wetlands adjacent to fens. An Individual Permit is likely required for the Proposed Action, and CDOT is responsible for obtaining the permit.

Permits from Local Jurisdictions—The construction contractor or CDOT will obtain permits (such as access, survey, utility and construction) that may be required from local jurisdictions for work outside of CDOT right-of-way.

Senate Bill 40 Certification—Senate Bill 40 requires any agency of the state to obtain wildlife certification from the CPW when the agency plans construction in “. . . any stream or its bank or tributaries. . .” (CDOT, 2012). CDOT will obtain Senate Bill 40 certification, if applicable.

Section 401 Water Quality Certification—A certification, issued by the Water Quality Control Division of the Colorado Department of Public Health and Environment, is required in conjunction with an individual Section 404 permit (dredge and fill) to assure water quality is maintained during construction and operation of a facility. CDOT is responsible for obtaining the certification.

1 **Section 402 Permit**—Prior to construction, the construction contractor will obtain a Section 402 Permit from the Water Quality Control Division of the
2 Colorado Department of Public Health and Environment, in accordance with Section 402 of the Clean Water Act. The permit is required for dewatering of
3 construction areas, if discharge from a point source is expected to occur due to vehicle washing, or for industrial discharges.

4 **Stormwater Construction Permit** —A Colorado Discharge Permit System-Stormwater Construction Permit is required to protect state waters and ensure
5 the quality of stormwater runoff on any construction activity that disturbs at least one acre of land. The permits are obtained from the Colorado
6 Department of Public Health and Environment’s Water Quality Control Division. CDOT is responsible for the permit but likely will transfer it to the
7 contractor prior to construction.

8 **Survey Permit** —Construction contractor will be required to obtain a Survey Permit for any survey work within CDOT right-of-way.

9 **Traffic**— Construction contractor will be required to contact CDOT Traffic Section for any additional permitting required within CDOT right-of-way as
10 design is finalized.

11 **Utility Permit** —Construction contractor will be required to obtain a Utility Permit for any work within CDOT right-of-way to install or maintain a utility.

12 WHAT OUTREACH AND OPPORTUNITIES FOR STAKEHOLDER PARTICIPATION WERE PROVIDED?

13 Outreach, coordination, and consultation have been conducted with a number of federal, state and local agencies and Native American tribal
14 governments during the preparation of this EA. Documentation is provided in **Appendix B**. The agencies include:

- 15 • Colorado Parks and Wildlife
- 16 • Continental Divide Land Trust
- 17 • Denver Water
- 18 • History Colorado/State Historic Preservation Officer
- 19 • Northern Arapaho Tribe
- 20 • Summit County
- 21 • Town of Frisco
- 22 • U.S. Army Corp of Engineers
- 23 • U.S. Environmental Protection Agency
- 24 • U.S. Fish and Wildlife Service

1 U.S. Forest Service—A cooperating agency for this EA. An early stakeholder meeting was held April 27, 2012. There was broad agreement to study the
2 proposed concept in more detail (see meeting minutes and attendance roster in Appendix B). The USFS accepted an invitation to be a Cooperating Agency
3 as discussed in a coordination meeting held October 30, 2012. Another USFS coordination meeting, for the Dickey Day Use Parking Lot access, was held
4 November 13, 2012. The outcome of the meeting was the proposed relocation of the Dickey Day Use Parking Lot and trail head with a safety improvement
5 on SH 9 due to the elimination of an unsignalized access point.

6 A coordination meeting with the CDLT, held November 15, 2012, resulted in a reversal of the CDLT's earlier opposition to the project concept and support
7 in moving forward with the EA (CDLT, 2013). A wildlife coordination meeting was held January 18, 2013, with the USFS to discuss mitigation of impacts to
8 National Forest lands and wildlife.

9 FHWA contacted six federally recognized Native American tribal governments and inquired if they were interested in participating in the project under
10 Section 106 of the National Historic Preservation Act. Only the Northern Arapaho Tribe accepted the invitation. The tribe was provided all documentation
11 specific to historic properties compliance and afforded the opportunity to comment. The tribe did not submit comments or otherwise indicate interest in
12 the historic and archaeological resources.

13 Denver Water issued a letter of support to the project concept as the result of a coordination meeting on March 26, 2013. Summit County supports the
14 project through a CDOT Responsible Acceleration Maintenance and Partnership funding application and has participated in all of the coordination
15 meetings and outreach.

16 Information regarding the project has also been shared periodically with the public and interested groups during the preparation of this EA. With the
17 release of this EA, the public is offered the opportunity to review and comment on the Proposed Action.

18 **WHAT ADDITIONAL OPPORTUNITIES FOR STAKEHOLDER PARTICIPATION WILL BE PROVIDED?**

19 Stakeholders include the public, interest groups, property owners, and various agencies. Coordination and consultation with federal, state and local
20 agencies and Native American tribal governments is ongoing and will continue through completion of the National Environmental Policy Act process, in
21 final design, and during project implementation, as appropriate.

22 This EA has been released for public review and a public hearing has been scheduled. Members of the public will have the opportunity to comment during
23 the public comment period in the following ways:

- 24 • Submit written or verbal comments at the public hearing
- 25 • Submit written comments by mail, email, fax or via the project website (www.coloradodot.info/projects/hwy9f2b)

1 Information on the date and location of the public hearing and on how to comment is provided on page i (at the beginning of this EA). CDOT and FHWA
2 will review and consider all public comments received during the public comment period. Responses to public comments will be provided in a decision
3 document.

4 Public information will also be provided prior to and during construction, via the project website and local media, to inform regarding construction
5 schedules, delays, or other issues affecting the public during construction.

6 REFERENCES

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25 Colorado Department of Transportation (CDOT). 2014b. *Water Resources and Water Quality Technical Memorandum for the State Highway 9 Iron Springs*
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- 1 Colorado Department of Transportation (CDOT). 2014d. *Vegetation and Noxious Weeds Technical Memorandum for the State Highway 9 Iron Springs*
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- 3 Colorado Department of Transportation (CDOT). 2014e. *Terrestrial Wildlife and Aquatic Resources Technical Memorandum for the State Highway 9 Iron*
4 *Springs Alignment Environmental Assessment*. April. Prepared by Francesca Tordonato. [Available in Appendix A10]
- 5 Colorado Department of Transportation (CDOT). 2014f. *Threatened and Endangered Species Technical Memorandum for the State Highway 9 Iron Springs*
6 *Alignment Environmental Assessment*. April. Prepared by Jeff Peterson. [Available in Appendix A11]
- 7 Colorado Department of Transportation (CDOT). 2014g. *Colorado Special Status Species Technical Memorandum for the State Highway 9 Iron Springs*
8 *Alignment Environmental Assessment*. April. Prepared by Jeff Peterson. [Available in Appendix A12]
- 9 Colorado Department of Transportation (CDOT). 2014h. *U.S. Forest Service Sensitive Species Technical Memorandum for the State Highway 9 Iron Springs*
10 *Alignment Environmental Assessment*. April. Prepared by Jeff Peterson. [Available in Appendix A13]
- 11 Colorado Department of Transportation (CDOT). 2014i. *Historic Properties Technical Memorandum for the State Highway 9 Iron Springs Alignment*
12 *Environmental Assessment*. April. Prepared by Lisa Schoch and Greg Wolff. [Available in Appendix A14]
- 13 Colorado Department of Transportation (CDOT). 2014j. *Paleontological Resources Technical Memorandum for the State Highway 9 Iron Springs Alignment*
14 *Environmental Assessment*. April. Prepared by Steven Wallace. [Available in Appendix A15]
- 15 Colorado Department of Transportation (CDOT). 2014k. *Traffic Noise Technical Memorandum for the State Highway 9 Iron Springs Alignment*
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- 29 Felsburg, Holt & Ullevig (FHU). 2014e. *Right-of-Way Technical Memorandum for the State Highway 9 Iron Springs Alignment Environmental Assessment*.
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