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| COLORADO DEPARTMENT OF TRANSPORTATION REEVALUATION FORM | Original NEPA Approval Date: 1/19/2017 | Reevaluation Date: 1/20/21 | Project Code: AQC R600-165 Subaccount: 13599 |
| Project Name and Location: Central 70 Project: Reevaluation #11, I-70 from Interstate 25 (I-25) to Quebec Boulevard | | | |
| NEPA Document Title: I-70 East ROD 1: Phase 1 (Central 70 Project), January 19, 2017 | | | |
| Region/Program/Residency: Headquarters – Central 70 Project Office | | | |
| Project Description: The Preferred Alternative, Phase 1 (Partial Cover Lowered Alternative with Managed Lanes) selected in the January 19, 2017 Record of Decision (ROD) is the first phase of implementing the Preferred Alternative identified in the I-70 East Final Environmental Impact Statement (FEIS). Also known as the Central 70 Project, Phase I adds additional capacity to the highway, removes the existing Interstate 70 (I-70) viaduct between Brighton Boulevard and Colorado Boulevard, and lowers the highway below grade in this area, placing a four-acre cover over a portion of the lowered highway (between the Clayton Street and Columbine Street bridges, adjacent to Swansea Elementary School). Details regarding the design of the project, including changes that have been made since the 2017 ROD approval, are described in prior reevaluations (reevaluations #1-10). | | | |
| Project Phasing Plan and Portions Completed (if warranted): <u>Portions Completed:</u> None. Phase 1 is under construction. <u>Project Phasing Plan:</u> Phase 1, the Central 70 Project, is the only defined phase for the I-70 East Project. Future phases have not been determined and will rely on future funding. | | | |
| Portion of Project Currently Being Advanced: The Central 70 Project incorporates portions of the Preferred Alternative for the I-70 East Project, which were selected in the ROD. It includes improvements to an approximately 10-mile stretch of I-70 from I-25 to Chambers Road, adding one new tolled express lane (selected as the type of managed lane) in each direction, removing the aging 50 plus-year-old viaduct, lowering the highway between Brighton Boulevard and Colorado Boulevard, and placing a four-acre cover over a portion of the lowered highway (between the Clayton Street and Columbine Street bridges, adjacent to Swansea Elementary School). Figure 1 provides an overview of the Central 70 Project, and Figure 2 shows the number of lanes and planned interchange modifications. Although striped for only one tolled express lane, the lowered section of the highway will be constructed to the full width of the Preferred Alternative as identified in the FEIS because it is more cost effective to construct the whole width now and it is less disruptive to the community than performing additional future expansion. For lane continuity, only a single additional lane will be striped from Brighton Boulevard to Quebec Street, even though the highway in this area will be wide enough to accommodate two additional lanes. | | | |

Figure 1: Central 70 Project Overview

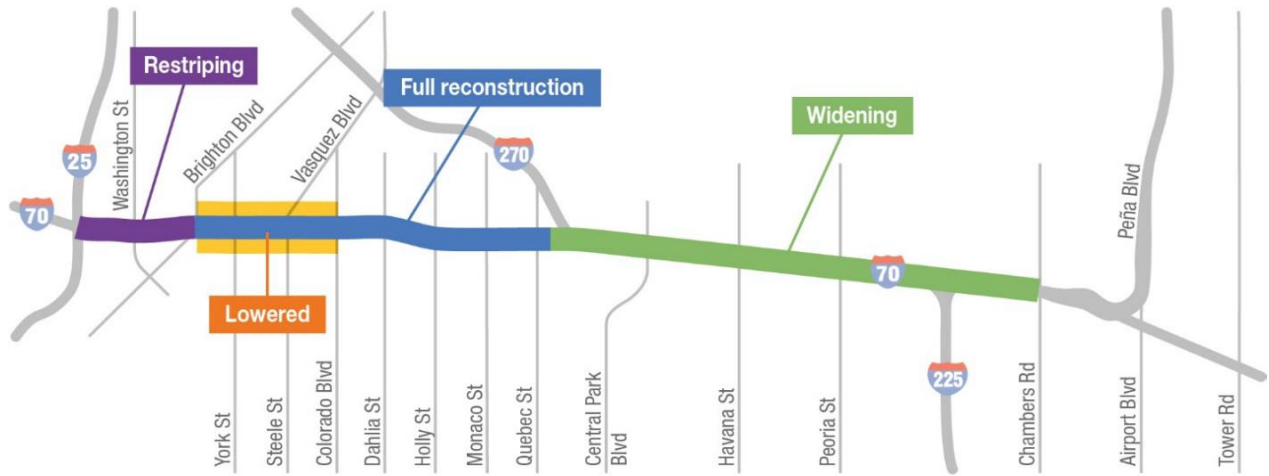
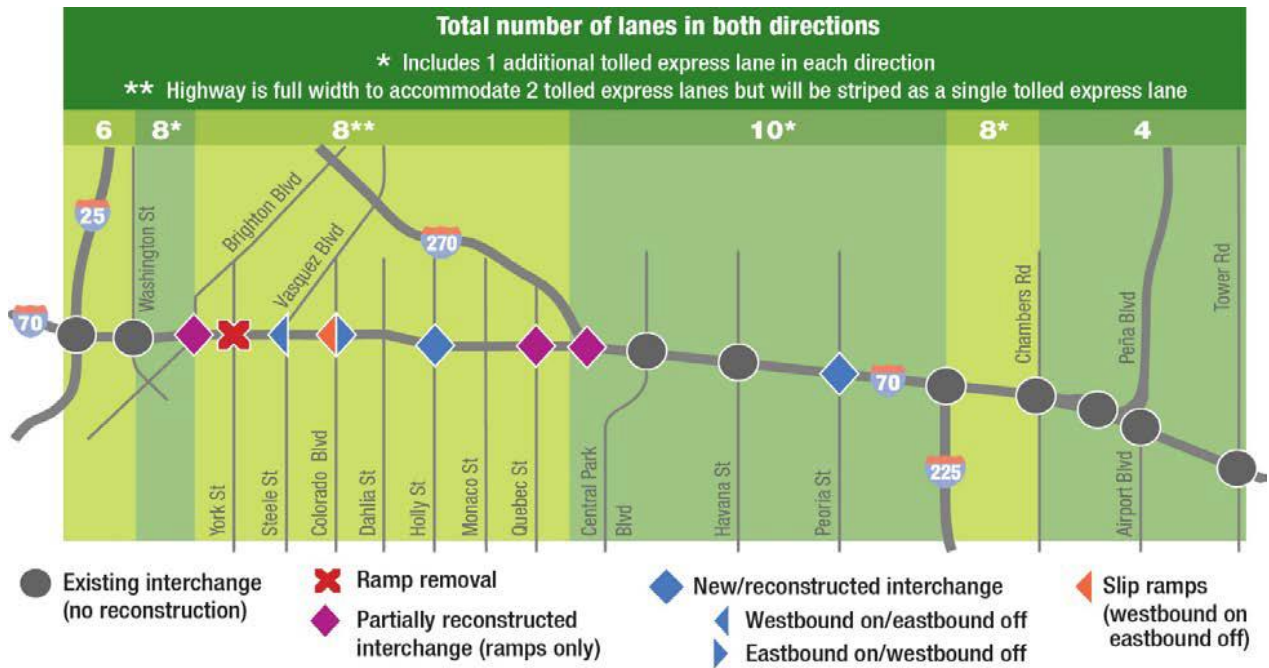


Figure 2: Central 70 Project Lane Configuration and Interchange Reconstruction



Date(s) of Prior Reevaluations:

- Reevaluation #1, 9/18/2017
- Reevaluation #2, 1/11/2018
- Reevaluation #3, 5/21/2018
- Reevaluation #4, 9/5/2018
- Reevaluation #5, 11/15/2018
- Reevaluation #6, 4/1/2019
- Reevaluation #7, 4/2/2019
- Reevaluation #8, 8/26/2019

- Reevaluation #9, 10/4/2019
- Reevaluation #10, 6/15/2020

I. Document Type

- Non-programmatic Categorical Exclusion (CE)
- Environmental Assessment (EA)
- Finding of No Significant Impacts (FONSI)
- Draft Environmental Impact Statement (DEIS)
- Final Environmental Impact Statement (FEIS)
- Supplemental Environmental Impact Statement (SEIS)
- Record of Decision (ROD)
- Other (such as: local funding, etc.) _____

II. Reason for Reevaluation

- Project is proceeding to the next major approval or action [23 CFR 771.129(c)]
- Project changes such as laws, policies, guidelines; design; environmental setting, impacts, or mitigation
- Greater than three years have elapsed since FHWA's approval of the DEIS [23 CFR 771.129(a)] or FHWA's last major approval action for the FEIS [23 CFR 771.129(b)]
- Other: _____

III. Evaluation

- Level 1: Less than three years since last major step to advance the action (e.g. approval of NEPA document, authority to undertake final design, authority to acquire significant portion of ROW, approval of PS&E) and there are no changes in project scope, environmental conditions, environmental impacts or regulations and guidelines. All decisions in the prior NEPA document remain valid. No FHWA concurrence is required. Note to file and to distribution below.
- Level 2: There are only minor changes in the project scope and/or updates or explanation needed for one or more resource areas. FHWA concurrence is required.
- Level 3: Major changes in project scope or environmental commitments, or for EIS's when greater than three years have elapsed since the last major project action. Updates or new studies maybe required. A Level 4 Reevaluation may require a separate document. FHWA concurrence is required.

ENVIRONMENTAL SETTING AND ENVIRONMENTAL IMPACT ASSESSMENT:

Document changes to human, socio economic, or natural environment for environmental setting or circumstances.
 Document changes in impact status. Place check-mark or description where relevant. Use Scoping to determine which resource attachments are warranted (see **attachment 1**). **Note:** this list may be expanded or adjusted to match the headings in the original environmental document reviewed.

| Setting/Resource/Circumstance | Change in Affected Environment or Setting | | Change in Environmental Impact | | Date Reviewed | Highlight Additional Studies Required or Attachments |
|---|---|----|--------------------------------|----|---------------|--|
| | Yes | No | Yes | No | | |
| Air Quality | | ✓ | | ✓ | July 2019 | |
| Geologic Resources and Soils | | ✓ | | ✓ | July 2019 | |
| Water Quality | | ✓ | | ✓ | July 2019 | |
| Floodplains | | ✓ | | ✓ | July 2019 | |
| Wetlands/Waters of U.S. | | ✓ | | ✓ | July 2019 | |
| Vegetation and Noxious Weeds | | ✓ | | ✓ | July 2019 | |
| Fish and Wildlife | | ✓ | | ✓ | July 2019 | |
| Threatened/Endangered Species | | ✓ | | ✓ | July 2019 | |
| Historic Resources | | ✓ | | ✓ | July 2019 | |
| Archaeological Resources | | ✓ | | ✓ | July 2019 | |
| Paleontological Resources | | ✓ | | ✓ | July 2019 | |
| Land Use | | ✓ | | ✓ | July 2019 | |
| Social Resources | | ✓ | | ✓ | July 2019 | |
| Economic Resources | | ✓ | | ✓ | July 2019 | |
| Environmental Justice | | ✓ | | ✓ | July 2019 | |
| Right-of-Way Impacts | | ✓ | ✓ | | July 2019 | Attachment A |
| Transportation Resources (roadway, rail, bus, bike, pedestrian, etc.) | | ✓ | | ✓ | July 2019 | |
| Utilities and Railroads | | ✓ | | ✓ | July 2019 | |
| Section 4(f) | | ✓ | | ✓ | July 2019 | |
| Section 6(f) | | ✓ | | ✓ | July 2019 | |
| Farmlands | | ✓ | | ✓ | July 2019 | |
| Noise | | ✓ | | ✓ | July 2019 | |
| Visual Resources/Aesthetics | | ✓ | | ✓ | July 2019 | |
| Hazardous Materials | | ✓ | | ✓ | July 2019 | |
| Other(s) (I.e Parks & Recreation) | | ✓ | | ✓ | July 2019 | |

DESIGN ALTERATIONS:

Document changes to project scope and or design criteria:

This reevaluation assesses the impacts of an additional pedestrian access for Xcel to maintain the high mast lighting.

Design Alteration for pedestrian access across A-line: Design development and coordination with Xcel Energy has determined that a locked gate pedestrian access across the controlled interstate ROW A-line will be required in the fence along Interstate 70 near Peoria Street to allow safe maintenance of the high mast lighting at that location in addition to the location approved in Reevaluation #8. The gate will be locked and only used by Xcel and CDOT maintenance personnel. Please see Attachment A for detailed information.

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| <p>REGULATORY CHANGES:</p> <p>There have been no applicable changes to laws, regulations, and/or guidelines since the completion of the ROD in 2017.</p> |
| <p>IMPACTS ASSESSMENT:</p> <p>Right-of-Way Impacts</p> <p>Design Alteration (Break in A-Line for maintenance gate near Peoria Street.) As required by 23CFR620.203(h) no change may be made in control of access, without the joint determination and approval of the SHA and FHWA. CDOT had determined the need for a locked gate access to safely maintain the high mast lighting in this area. This Reevaluation covers the environmental impacts associated with this locked gate access. There are no environmental impacts associated with adding the locked gate access to the project. This reevaluation covers the same requirements as the CDOT Form 128 for the purposes of the NEPA compliance for the locked gate access. The location of the locked gate access is shown in Attachment A. Subsequent steps in the permitting process for this locked gate access will follow CDOT's Property Management processes in accordance with Chapter 7 of the CDOT ROW Manual.</p> |
| <p>MITIGATION:</p> <p><input checked="" type="checkbox"/> All mitigation commitment(s) from NEPA document remain the same.</p> <p><input type="checkbox"/> Mitigation commitment(s) have changed from NEPA document.</p> |

IV. Public/Agency Involvement

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| None |
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V. Additional Studies Required for Proposed Action

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| None |
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VI. Additional Requirements for Proposed Action

- An SEIS is required, because the changes to the proposed action will result in significant impacts not evaluated in the EIS.
- An SEIS is required, because new information or circumstances will result in significant environmental impacts not evaluated in the EIS.
- A revised ROD is required, because an alternative is recommended that was fully evaluated in an approved FEIS but was not identified as the preferred alternative.
- Appropriate environmental study or an EA is required, because the significance of new impacts is uncertain.
- A revised FONSI is required, because an alternative is recommended that was fully evaluated in an approved EA but was not identified as the preferred alternative.
- Other _____
- None

VII. Permits Updated

This section is only required when the next stage of a project is going to construction.
List permits:
No updates

VIII. Attachments Listed

List permits, studies, background data, etc.
Attachment A – Pedestrian Gate Location

IX. Conclusion and Recommendation

- The above environmental document has been reevaluated as required by 23 CFR 771.129 and it was determined that no substantial changes have occurred in the social, economic, or environmental impacts of the proposed action that would substantially impact the quality of the human, socio-economic, or natural environment. Therefore, the original environmental document or Catex designation remains valid for the proposed action. It is recommended that the identified project advance to the next phase of project development.
- The above environmental document has been reevaluated as required by 23 CFR 771.129 and it was determined that the environmental document or Catex designation is no longer valid or more information is required.



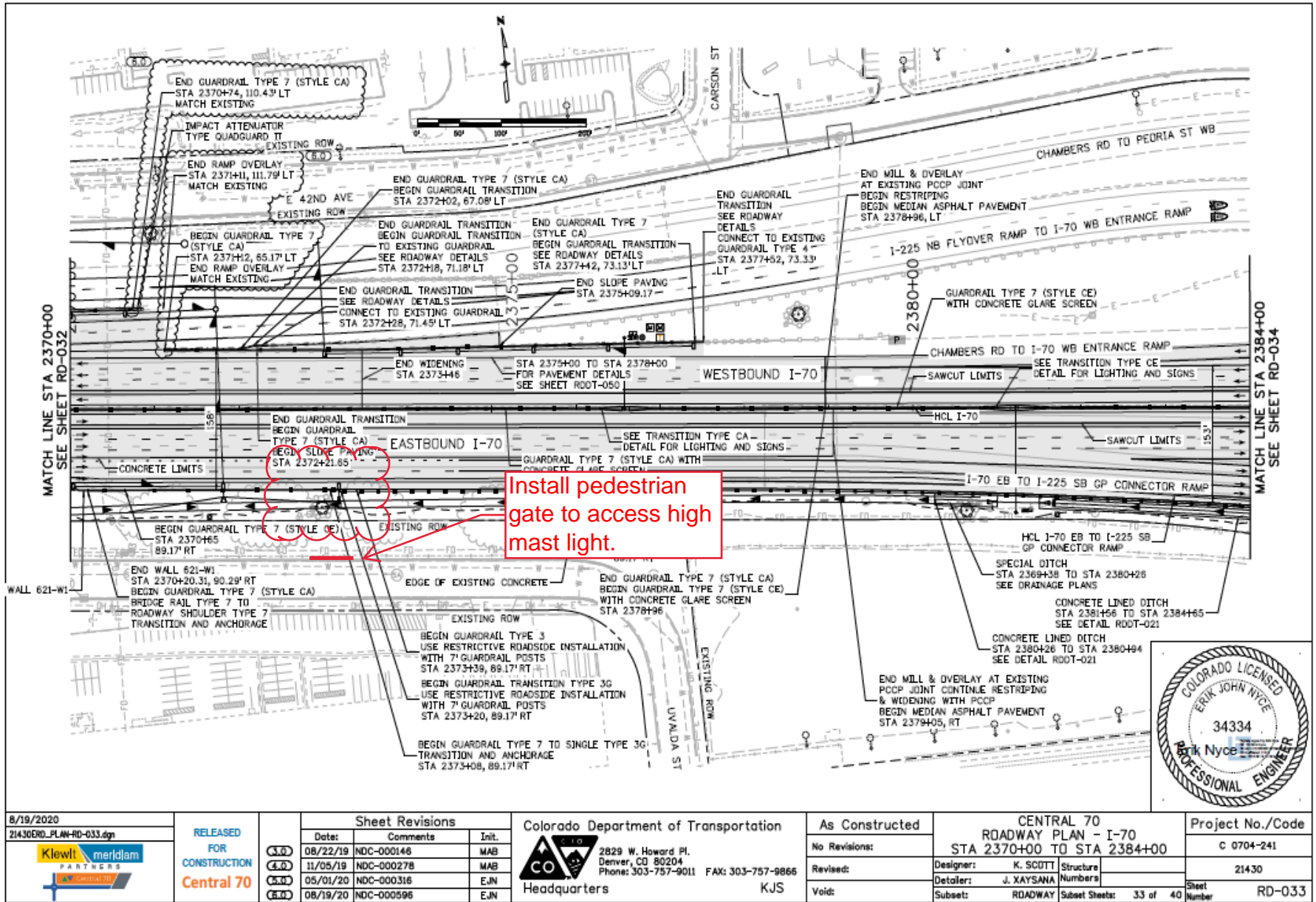
Regional Planning Environmental Manager or Designee

 1/19/21
Date

Federal Highway Administration Division Administrator or Designee

Date

Attachment A



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|---------------------------------------|--|---|--|--|--|--|---|--|
| 8/19/2020 21430ERD_PLAN-RD-033.dgn | | RELEASED FOR CONSTRUCTION Central 70 | | Sheet Revisions Date: Comments Init. (3,0) 08/22/19 NDC-000146 MAB (4,0) 11/05/19 NDC-000278 MAB (5,0) 05/01/20 NDC-000316 E.JN (6,0) 08/19/20 NDC-000596 E.JN | Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9011 FAX: 303-757-9866 Headquarters KJS | As Constructed No Revisions: Revised: Void: | CENTRAL 70 ROADWAY PLAN - I-70 STA 2370+00 TO STA 2384+00 Designer: K. SCOTT Detaler: J. XAYSANA Subset: ROADWAY | Project No./Code C 0704-241 21430 Sheet Number RD-033 |
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