

COLORADO DEPARTMENT OF TRANSPORTATION <b>REEVALUATION FORM</b>	Original NEPA Approval Date: 1/19/2017	Reevaluation Date: 10/04/2019	Project Code: AQC R600-165 Subaccount: 13599
<b>Project Name and Location:</b> Central 70 Project: Reevaluation #9, I-70 from Interstate 25 (I-25) to Quebec Boulevard			
<b>NEPA Document Title:</b> I-70 East ROD 1: Phase 1 (Central 70 Project), January 19, 2017			
<b>Region/Program/Residency:</b> Headquarters – Central 70 Project Office			
<b>Project Description:</b>			
<p>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 #1-8).</p>			
<b>Project Phasing Plan and Portions Completed (if warranted):</b>			
<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.			
<b>Portion of Project Currently Being Advanced:</b>			
<p>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). <b>Figure 1</b> provides an overview of the Central 70 Project, and <b>Figure 2</b> shows the number of lanes and planned interchange modifications.</p> <p>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.</p>			

Figure 1: Central 70 Project Overview

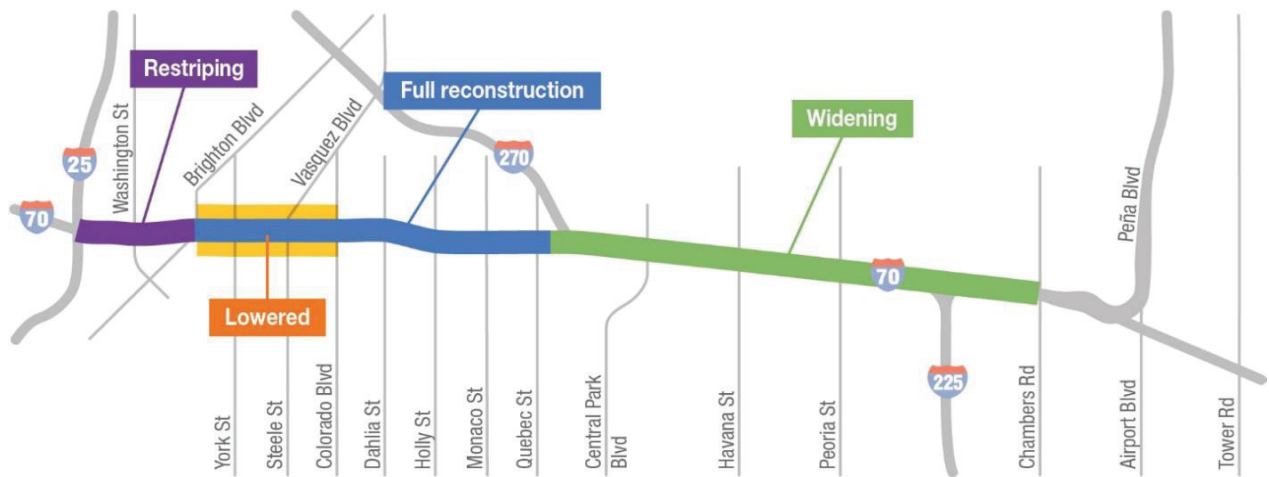
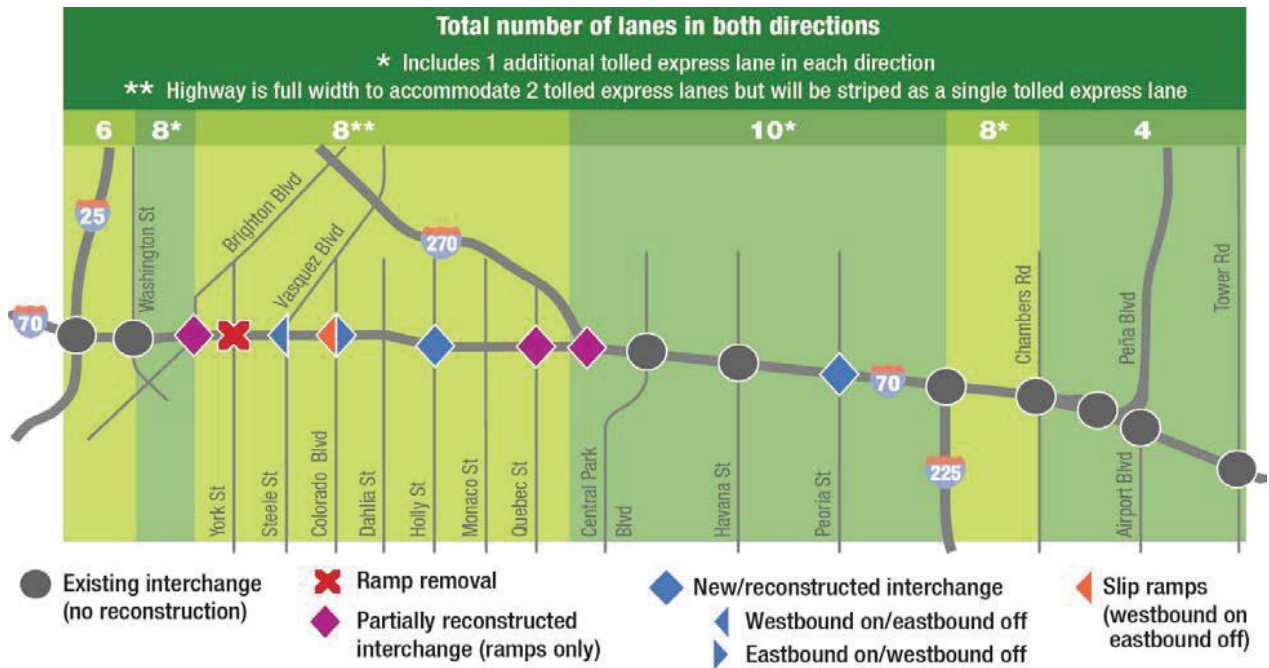


Figure 2: Central 70 Project Lane Configuration and Interchange Reconstruction



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

### 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		✓		✓	Sept. 2019	
Geologic Resources and Soils		✓		✓	Sept. 2019	
Water Quality		✓		✓	Sept. 2019	
Floodplains		✓		✓	Sept. 2019	
Wetlands/Waters of U.S.		✓		✓	Sept. 2019	
Vegetation and Noxious Weeds		✓		✓	Sept. 2019	
Fish and Wildlife		✓		✓	Sept. 2019	
Threatened/Endangered Species		✓		✓	Sept. 2019	
Historic Resources		✓		✓	Sept. 2019	
Archaeological Resources		✓		✓	Sept. 2019	
Paleontological Resources		✓		✓	Sept. 2019	
Land Use		✓		✓	Sept. 2019	
Social Resources		✓		✓	Sept. 2019	
Economic Resources		✓		✓	Sept. 2019	
Environmental Justice		✓		✓	Sept. 2019	
Right-of-Way Impacts		✓		✓	Sept. 2019	
Transportation Resources (roadway, rail, bus, bike, pedestrian, etc.)		✓		✓	Sept. 2019	
Utilities and Railroads		✓		✓	Sept. 2019	
Section 4(f)		✓		✓	Sept. 2019	
Section 6(f)		✓		✓	Sept. 2019	
Farmlands		✓		✓	Sept. 2019	
Noise		✓		✓	Sept. 2019	
Visual Resources/Aesthetics		✓		✓	Sept. 2019	
Hazardous Materials		✓		✓	Sept. 2019	
Other(s) (I.e Parks & Recreation)		✓		✓	Sept. 2019	

**DESIGN ALTERATIONS:**

*Document changes to project scope and or design criteria:*

This reevaluation assesses the impacts from one design alteration. At Peoria Street, just to the north of I-70, the construction limits will be extended to allow the existing roadside drainage ditch to be re-graded to flow into the existing culvert and drainage system. See Figure 3 (below) for the location:

**Figure 3: Design Alteration Locations**



Key	Name	Action	Details (in Attachment A)
1	Peoria	Modify Construction Limits within ROW	Design Alteration 1

**Design Alteration:** In the pre-project condition storm water collects in the northeast quadrant of I-70 and Peoria Street and does not fully drain away into the storm water collection system. The City and County of Denver (CCD) has requested that this problem be corrected in conjunction with the other work that is currently being completed in the area. To solve this problem the existing drainage ditch on the east side of Peoria Street will be re-graded to the point where it connects to an existing culvert that carries the storm water to the west under Peoria Street. Also, the ditch on the west side of Peoria Street will be re-graded to carry the storm water away and into the existing drainage system.

To accomplish this, construction work will extend approximately 155 feet beyond the existing construction limits established by the Record of Decision (ROD). The construction limits extension is fully within the existing public Right-of-Way (ROW). See Attachment A for details.

**REGULATORY CHANGES:**

There have been no applicable changes to laws, regulations, and/or guidelines since the completion of the ROD in 2017.

**IMPACTS ASSESSMENT:**

The proposed work extends beyond the existing construction limits of the Central 70 ROD; however it is fully within the construction limits of the ultimate I-70 East Project which was analyzed in the *the I-70 East Final Environmental Impact Statement and Section 4(f) Evaluation, January 2016* (FEIS). Within the FEIS, no protected environmental resources were identified in the area currently being considered for the expansion of the construction limits. In addition, CDOT environmental staff reviewed the location in September 2019. No changes to the conditions described in the FIES were identified in that review, and no new environmental resources were identified. All work done within this construction limits extension will be within CCD's Peoria Street ROW. Subsequently, the findings of the ROD and subsequent Reevaluations remain unchanged.

**Section 4(f)**

In the ROD and subsequent Reevaluations no Section 4(f) resources were identified in the Peoria area. In September of 2019 CDOT revisited the area and determined that the findings of the ROD remain valid. The Section 4(f) determination for the Central 70 project remains unchanged from the ROD and previous Reevaluations.

**MITIGATION:**

- All mitigation commitment(s) from NEPA document remain the same.
- Mitigation commitment(s) have changed from NEPA document.

**IV. Public/Agency Involvement**

There were no public meetings during the completion of this Reevaluation. Section 106 consultation with SHPO and the consulting parties occurred, and copies of the consultation materials are available in Attachment B.

**V. Additional Studies Required for Proposed Action**

None

**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:*

### VIII. Attachments Listed

*List permits, studies, background data, etc.*

Attachment A – Design Alteration 1

### 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.

**David Singer** Digitally signed by David Singer  
Date: 2019.10.03 15:10:10 -06'00'

Regional Planning Environmental Manager or Designee  
Digitally signed by JOHN M

**JOHN M CATER** CATER  
Date: 2019.10.04 08:22:12 -06'00'

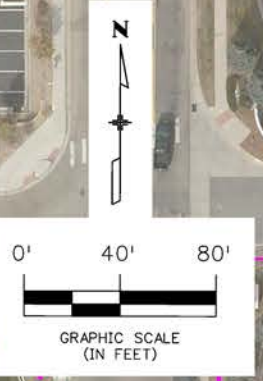
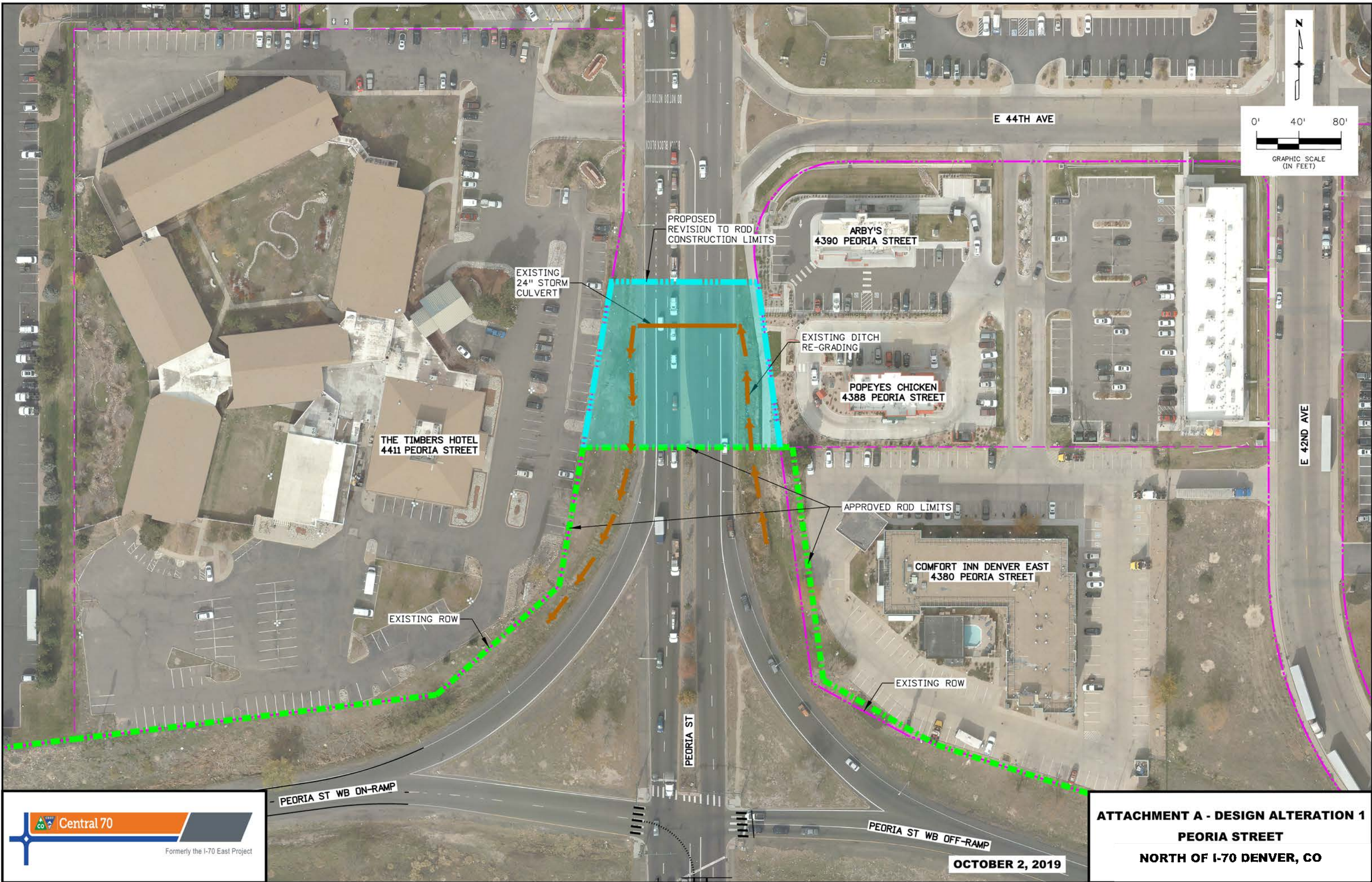
Federal Highway Administration Division Administrator or Designee

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date



10/3/2019 10:49:43 AM p:\SUS0036343.esakine.com\TKNACC01\Documents\Roads and Bridges\Projects\21430 - Central 70 Overight\Design\Exhibits\Property Exhibits\ROD Revised\9 Figure 1 - Peoria St.dgn



PEORIA ST WB ON-RAMP

PEORIA ST WB OFF-RAMP

OCTOBER 2, 2019

**ATTACHMENT A - DESIGN ALTERATION 1**  
**PEORIA STREET**  
**NORTH OF I-70 DENVER, CO**