

**Appendix I.
CDOT Mitigation Tracking Form**

Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

CDOT MITIGATION TRACKING SHEET

Project Name: **North I-25 ROD 2**
 Environmental Project Manager: **Jennifer Gorek**
 Project Number:
 Document Type and Date of Approval:
 Project Phase:

Mitigation Commitment #	Mitigation Category	Impact from NEPA Document	Commitment From Mitigation Table In Source Document Use Exact Wording from Table in Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number	Location of Mitigation(s) in Plan Sheets/Specs Include All Page Numbers that Apply	Date Mitigation Completed	Name of Person Completing Mitigation	Agency Coordination Required? Yes or No	Name of Each Agency	Comments
1	Social Conditions	Access impacts and out-of-direction travel during construction.	CDOT will provide advance notice to emergency service providers, local schools, home owners associations, and the public of upcoming activities that are likely to result in traffic disruption. Such notifications will be accomplished through radio and public announcements, newspaper notices, on-site signage, and CDOT's website.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 30.						
2	Social Conditions	Right-of-way impacts to residences near I-25.	Where feasible, retaining walls have been identified for construction along I-25 to minimize impacts to residential development.	CDOT Design	Design	North I-25 Record of Decision 2 page 30.						
3	Economic Conditions	Access impacts and out-of-direction travel during construction.	New access will be provided for properties where existing accesses are removed. To avoid disruption of business activities during construction, the new access will be provided before the existing access is removed.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 30.						
4	Economic Conditions	Access impacts and out-of-direction travel during construction.	To minimize disruption to traffic and local businesses, construction activities will be staged and work hours varied. Throughout the construction stage, access will be preserved for each affected business.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 30.						
5	Economic Conditions	Right-of-way impacts.	Where feasible, retaining walls have been identified for construction along I-25 to minimize impacts to commercial development.	CDOT Design	Design	North I-25 Record of Decision 2 page 30.						
6	Right-of-Way	Land purchases.	Acquisition of those property interests required for the project will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (the Uniform Act) and other applicable relocation assistance programs.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 30.						
7	Right-of-Way	Relocation impacts	The Uniform Act also provides for numerous benefits to individuals who occupy improvements that must be acquired, to assist them both financially and with advisory services related to relocating their residence or business operation to a replacement site.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 30.						
8	Construction-Air Quality	Increased local fugitive dust emissions or particulate pollution could result from construction activity.	Acceptable options for reducing emissions could include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, and after-treatment products.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 pages 31.						
9	Construction-Air Quality	Increased local fugitive dust emissions or particulate pollution could result from construction activity.	The contractor will ensure that all construction equipment is properly tuned and maintained.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 31.						
10	Construction-Air Quality	Increased local fugitive dust emissions or particulate pollution could result from construction activity.	Idling time will be minimized to 10 minutes—to save fuel and reduce emissions.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 31.						
11	Construction-Air Quality	Increased local fugitive dust emissions or particulate pollution could result from construction activity.	Hauling and trucking operations will be consolidated as much as possible to reduce fuel consumption.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 31.						
12	Construction-Air Quality	Increased local fugitive dust emissions or particulate pollution could result from construction activity.	An operational water truck will be on site at all times. Water will be applied to control dust as needed to prevent dust impacts off site.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 31.						
13	Construction-Air Quality	Increased local fugitive dust emissions or particulate pollution could result from construction activity.	There will be no open burning of removed vegetation. Vegetation will be chipped or delivered to waste energy facilities.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 31.						
14	Construction-Air Quality	Increased local fugitive dust emissions or particulate pollution could result from construction activity.	Existing power sources or clean fuel generators will be utilized rather than temporary power generators.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 31.						
15	Construction-Air Quality	Increased local fugitive dust emissions or particulate pollution could result from construction activity.	Obstructions of through-traffic lanes will be minimized. A flag person will be provided to guide traffic properly minimizing congestion and to ensure safety at construction sites.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 31.						
16	Noise and Vibration	Noise from traffic	From the feasibility and reasonableness evaluations for the barriers, new traffic noise barriers are committed for the following locations: Thorncreek Village Development and Tanglewood Multifamily Development.	CDOT Design	Design	North I-25 Record of Decision 2 page 31.						
17	Water Resources—Structural BMPs	Direct and/or indirect impacts to water quality.	Extended detention/retention ponds have been identified as the primary structural BMP for this project.	CDOT Design	Design	North I-25 Record of Decision 2 page 31.						
18	Water Resources—Structural BMPs	Direct and/or indirect impacts to water quality.	Locations of water quality ponds have been identified throughout the regional study area. Placement of the BMPs is provided in the Water Quality and Floodplain Technical Report (FHU, 2008) and Water Quality and Floodplain Technical Report Addendum (FHU, 2010a) and the Concept Plans Technical Report (FHU, 2010b).	CDOT Design	Design	North I-25 Record of Decision 2 page 31.						
19	Water Resources—Structural BMPs	Direct and/or indirect impacts to water quality.	Riprap will be placed at bridge abutments, piers, and at critical portions of channels or floodplains.	CDOT Design	Design	North I-25 Record of Decision 2 page 31.						
20	Water Resources—Structural BMPs	Direct and/or indirect impacts to water quality.	When possible, passive BMPs (e.g., grass swales or natural infiltration) will be used for ephemeral streams.	CDOT Design	Design	North I-25 Record of Decision 2 page 31.						
21	Water Resources—Temporary Construction BMPs	Direct and/or indirect impacts to water quality.	Stormwater management plans (silt fence, inlet protection, containerization of wastes, etc.) will be developed during design, implemented during construction, and updated as needed.	CDOT Design	Design	North I-25 Record of Decision 2 page 32.						
22	Water Resources—Temporary Construction BMPs	Direct and/or indirect impacts to water quality.	A Spill Prevention Plan will be prepared.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
23	Water Resources—Temporary Construction BMPs	Direct and/or indirect impacts to water quality.	In-stream activities will be minimized.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
24	Water Resources—Temporary Construction BMPs	Direct and/or indirect impacts to water quality.	CDOT's specifications for managing stormwater at a construction site (currently specifications 107.25, 208, 212, 213, and 216) will be followed.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
25	Water Resources—Temporary Construction BMPs	Direct and/or indirect impacts to water quality.	Vegetation or other erosion control techniques (as indicated by CDOT erosion control practices) will be established to prevent sediment loading in compliance with the general stormwater construction permit.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
26	Water Resources—Temporary Construction BMPs	Direct and/or indirect impacts to water quality.	Construction activities will be phased to minimize effects associated with large areas of exposed ground and with soil compaction from heavy machinery use.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
27	Groundwater Quality	Groundwater may be encountered during construction.	If groundwater is encountered during activities associated with excavations for caisson/retaining walls, the discharge of groundwater is authorized when the following conditions are met:	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
28	Groundwater Quality	Groundwater may be encountered during construction.	Source is groundwater and/or groundwater combined with stormwater that does not contain pollutants in concentrations exceeding the State groundwater standards in Regulations 5 CCR 1002-41 and 42.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
29	Groundwater Quality	Groundwater may be encountered during construction.	Discharge is in accordance with CDPHE Water Quality Control Division, Water Quality, Policy-27, Low-Risk Discharges, September 2009.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
30	Groundwater Quality	Groundwater may be encountered during construction.	Source is identified in the Stormwater Management Plan (SWMP).	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
31	Groundwater Quality	Groundwater may be encountered during construction.	Dewatering BMPs are included in the SWMP.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
32	Groundwater Quality	Groundwater may be encountered during construction.	Discharges do not leave the site as surface runoff or to surface waters.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
33	Groundwater Quality	Groundwater may be encountered during construction.	If these conditions are not met, then a separate Clean Water Act Section 402 Construction Dewatering Permit or Individual Construction Dewatering Permit will be required to be obtained by CDOT's contractor from the CDPHE's Water Quality Control Division.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						

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Mitigation Commitment #	Mitigation Category	Impact from NEPA Document	Commitment From Mitigation Table In Source Document Use Exact Wording from Table in Source Document	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number	Location of Mitigation(s) in Plan Sheets/Specs Include All Page Numbers that Apply	Date Mitigation Completed	Name of Person Completing Mitigation	Agency Coordination Required? Yes or No	Name of Each Agency	Comments
34	Groundwater Quality	Groundwater may be encountered during construction.	If dewatering is necessary, groundwater brought to the surface will be managed according to Section 107.25 of the CDOT Standard Specifications for Road and Bridge Construction.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 32.						
35	Wetlands and Waters of the U.S.	Direct and indirect effects to wetlands.	All Section 404 requirements from the Section 404 permit already obtained will be followed. This includes notification of the U.S. Army Corps of Engineers prior to construction.	CDOT Construction/Contractor	Design/Construction	North I-25 Record of Decision 2 page 32.						
36	Wetlands and Waters of the U.S.	Direct and indirect effects to wetlands.	During construction, BMPs will be used to avoid indirect construction impacts to wetlands. Materials and equipment will be stored a minimum of 50 feet from wetlands, drainages, and ditches that could carry toxics materials into wetlands. Construction fencing and appropriate sediment control BMPs will be used to mark wetland boundaries and sensitive habitats during construction.	CDOT Construction/Contractor	Design/Construction	North I-25 Record of Decision 2 pages 32-33.						
37	Wetlands and Waters of the U.S.	Direct and indirect effects to wetlands.	Sediment and erosion control will be required to be placed during all phases of construction and will remain in place until all disturbed areas have reached 70 percent of preconstruction vegetative cover.	CDOT Construction/Contractor	Design/Construction	North I-25 Record of Decision 2 page 32.						
38	Vegetation	Direct and indirect impacts to vegetation.	An acceptable revegetation plan will be developed with the CDOT landscape architect and with county personnel in Adams and Broomfield counties and the cities of Thornton, Northglenn, and Westminster. The revegetation plan must also be acceptable to municipalities within their jurisdictional areas.	CDOT Design	Design	North I-25 Record of Decision 2 page 33.						
39	Vegetation	Direct and indirect impacts to vegetation.	An SB 40 Certification for stream crossings or adjacent stream banks will be obtained. In these areas, it is recommended that trees and shrubs be replaced on a 1:1 basis (trees) and square-foot basis (shrubs).	CDOT Design	Design	North I-25 Record of Decision 2 page 33.						
40	Vegetation	Direct and indirect impacts to vegetation.	CDOT standard specifications for the amount of time that disturbed areas are allowed to be nonvegetated will be followed.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 33.						
41	Vegetation	Direct and indirect impacts to vegetation.	Existing trees, shrubs, and vegetation will be avoided to the maximum extent possible, especially wetlands and riparian plant communities. The project team will coordinate with the CDOT landscape architect before construction to determine the types of vegetation that will be protected during construction.	CDOT Design	Design	North I-25 Record of Decision 2 page 33.						
42	Vegetation	Direct and indirect impacts to vegetation.	Weed-free topsoil will be salvaged for use in seeding.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 33.						
43	Vegetation	Direct and indirect impacts to vegetation.	Erosion control blankets will be used on steep, newly seeded slopes. Slopes should be roughened at all times.	CDOT Construction/Contractor	Design/Construction	North I-25 Record of Decision 2 page 33.						
44	Vegetation	Direct and indirect impacts to vegetation.	All disturbed areas will be revegetated with native grass and forb species.	CDOT Construction/Contractor	Design/Construction	North I-25 Record of Decision 2 page 33.						
45	Vegetation	Direct and indirect impacts to vegetation.	Seed, mulch, and mulch tackifier will be applied in phases throughout construction.	CDOT Construction/Contractor	Design/Construction	North I-25 Record of Decision 2 page 33.						
46	Noxious Weeds	Movement of construction vehicles and earth-moving activities can lead to the spread of noxious weeds.	Noxious weed mapping will be included in the construction documents along with appropriate weed control methods.	CDOT Design	Design	North I-25 Record of Decision 2 page 33.						
47	Noxious Weeds	Movement of construction vehicles and earth-moving activities can lead to the spread of noxious weeds.	Highway right-of-way areas will be inspected periodically by the associated city or its consultants during construction and during post-construction weed monitoring for invasion of noxious weeds.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 33.						
48	Noxious Weeds	Movement of construction vehicles and earth-moving activities can lead to the spread of noxious weeds.	Weed management measures will include removal of heavily infested topsoil, herbicide treatment of lightly infested topsoil as well as other herbicide and/or mechanical treatments, limiting disturbance areas, phased seeding with native species throughout the project, and monitoring during and after construction.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 33.						
49	Noxious Weeds	Movement of construction vehicles and earth-moving activities can lead to the spread of noxious weeds.	Use of herbicides will include selection of appropriate herbicides and timing of herbicide spraying and use of a backpack sprayer in and adjacent to sensitive areas, such as wetlands and riparian areas.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 33.						
50	Noxious Weeds	Movement of construction vehicles and earth-moving activities can lead to the spread of noxious weeds.	Certified weed-free hay and/or mulch will be used in all revegetated areas.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 33.						
51	Noxious Weeds	Movement of construction vehicles and earth-moving activities can lead to the spread of noxious weeds.	Only native species will be used to revegetate sites.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 34.						
52	Noxious Weeds	Movement of construction vehicles and earth-moving activities can lead to the spread of noxious weeds.	Materials used for revegetating will be inspected and regulated in accordance with provisions of the Weed Free Forage Act, Title 35, Article 27.5, CRS.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 34.						
53	Noxious Weeds	Movement of construction vehicles and earth-moving activities can lead to the spread of noxious weeds.	When salvaging topsoil from on-site construction locations, the potential for spread of noxious weeds will be considered.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 34.						
54	Noxious Weeds	Movement of construction vehicles and earth-moving activities can lead to the spread of noxious weeds.	Equipment will remain on designated roadways and stay out of weed infested areas until the areas are treated. All equipment will be cleaned of all soil and plant parts before its arrival at a project site.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 34.						
55	Wildlife	Disturbance to riparian vegetation.	An application for SB 40 Certification will be submitted to CPW.	CDOT Environmental	Design	North I-25 Record of Decision 2 page 34.						
56	Wildlife	Disturbance to wildlife caused by construction activities.	Requirements of the Migratory Bird Treaty Act (1918) (MBTA) will be followed.	CDOT Environmental	Construction	North I-25 Record of Decision 2 page 34.						
57	Wildlife	Disturbance to wildlife caused by construction activities.	Prairie dog colonies will need to be resurveyed prior to construction. In areas where avoidance of prairie dogs is not possible, CDOT will follow its Impacted Black-tailed Prairie Dog Policy. Any prairie dog relocation or removal activities will be carried out in accordance with CRS 35-7-203, as well as any other applicable laws or regulations, and with close coordination with CPW.	CDOT Environmental	Design	North I-25 Record of Decision 2 page 34.						
58	Wildlife	Disturbance to wildlife caused by construction activities.	To maximize use of movement corridors by wildlife, bridge spans and culverts should have the following features: a minimum clearance of 10 feet and width of 20 feet for deer and a minimum "openness ratio" of 0.75.	CDOT Design	Design	North I-25 Record of Decision 2 page 34.						
59	Wildlife	Disturbance to wildlife caused by construction activities.	Shrubs and vegetative cover will be placed at bridge underpass openings to attract wildlife and provide a "funnel effect."	CDOT Design	Design	North I-25 Record of Decision 2 page 34.						
60	Wildlife	Disturbance to wildlife caused by construction activities.	For structures that periodically convey water, ledges or shelves will provide passage alternatives during high water.	CDOT Design	Design	North I-25 Record of Decision 2 page 34.						
61	Wildlife	Disturbance to wildlife caused by construction activities.	To avoid human disturbance to wildlife, trails should not be placed near wildlife crossing structures.	CDOT Design	Design	North I-25 Record of Decision 2 page 34.						
62	Wildlife	Disturbance to wildlife caused by construction activities.	The placement of lighting should be avoided near the crossing structures.	CDOT Design	Design	North I-25 Record of Decision 2 page 34.						
63	Wildlife	Disturbance to wildlife caused by construction activities.	Roadside vegetation height should be kept to a minimum.	CDOT Design	Design	North I-25 Record of Decision 2 page 34.						
64	Wildlife	Disturbance to wildlife caused by construction activities.	Riffle and pool complexes should be maintained and/or created.	CDOT Design	Design	North I-25 Record of Decision 2 page 34.						
65	Wildlife	Disturbance to wildlife caused by construction activities.	Natural stream bottoms will be maintained.	CDOT Design	Design	North I-25 Record of Decision 2 page 34.						
66	Wildlife	Disturbance to wildlife caused by construction activities.	Culverts should be partially buried and the bottom should be covered with gravel/sand and have a low gradient.	CDOT Design	Design	North I-25 Record of Decision 2 page 34.						

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67	Wildlife	Disturbance to wildlife caused by construction activities.	Culverts to be replaced should be replaced with one of equal or greater size.	CDOT Design	Design	North I-25 Record of Decision 2 page 34.						
68	Wildlife	Disturbance to wildlife caused by construction activities.	Culverts will not have grates, impact dissipaters, or any other features that would impede fish movement.	CDOT Design	Design	North I-25 Record of Decision 2 page 34.						
69	Wildlife	Disturbance to wildlife caused by construction activities.	Access points to streams during construction will be limited to minimize degradation of the banks.	CDOT Design	Design	North I-25 Record of Decision 2 page 35.						
70	Wildlife	Disturbance to wildlife caused by construction activities.	No new fish passage barriers will be created.	CDOT Design	Design	North I-25 Record of Decision 2 page 35.						
71	Threatened, Endangered, Other Federally Protected, and State-Sensitive Species	Construction activities that could impact threatened, endangered, other federally protected, and state sensitive species.	CDOT will consult with CPW to determine if bald eagle nests are present in or adjacent to the project area. If an active bald eagle nest is found within 0.5 mile of the regional study area, the buffers and seasonal restrictions recommended by CPW will be established during construction to avoid nest abandonment.	CDOT Environmental	Design	North I-25 Record of Decision 2 pages 35.						
72	Threatened, Endangered, Other Federally Protected, and State-Sensitive Species	Construction activities that could impact threatened, endangered, other federally protected, and state sensitive species.	No construction will occur within 0.25 mile of active bald eagle nocturnal roosts between November 15 and March 15. If perch or roost trees are removed during construction, they will be replaced at a 2:1 ratio with native cottonwood trees.	CDOT Design	Design	North I-25 Record of Decision 2 page 35.						
73	Threatened, Endangered, Other Federally Protected, and State-Sensitive Species	Construction activities that could impact threatened, endangered, other federally protected, and state sensitive species.	Burrowing owl surveys will be conducted prior to any work in prairie dog colonies between March 15 and October 31. If burrowing owls are present, prairie dog removal will be scheduled to occur outside this time period. If burrowing owls are found within the construction footprint during preconstruction surveys, nests will be left undisturbed and additional avoidance measures will be developed in coordination with CPW. Direct impacts to burrowing owls will be avoided by covering or destroying prairie dog burrows prior to construction (prior to March 15). Direct impacts to nesting great blue herons will be avoided by prohibiting work within the 500-meter (0.31-mile) buffer from nest sites recommended by CPW. Impacts within this buffer will be limited during the nesting season, which occurs from mid-March through July.	CDOT Design	Design	North I-25 Record of Decision 2 page 35. Other Resources Technical Memorandum page 9.						
74	Visual Quality	Visual effects of highway widening on the surrounding visual environment.	Mitigation measures to address the visual effects of highway widening will include incorporating landscaping at interchanges and along the highway.	CDOT Design	Design	North I-25 Record of Decision 2 page 35. Other Resources Technical Memorandum page 10.						
75	Visual Quality	Visual effects of structural elements on the surrounding visual environment.	Mitigation measures to address the visual effects of structural elements will include providing architectural interest or color into retaining walls and sound walls, and reducing the effect of overpasses by providing architectural detailing of the railings and other features.	CDOT Design	Design	North I-25 Record of Decision 2 page 35. Other Resources Technical Memorandum page 10.						
76	Historic Preservation	Effects of project activities on historic resources.	Standard Mitigation: CDOT shall submit Office of Archaeology and Historic Preservation (OAHP) Cultural Resource Re-evaluation Forms (Form #1405) for any properties that will be changed or modified in order to document changes in the conditions of the properties for OAHP's site files.	CDOT Environmental	Design	North I-25 Record of Decision 2 page 35.						
77	Historic Preservation	Effects of project activities on historic resources.	Creative Mitigation: CDOT is preparing a historic context of the development and lasting significance of irrigation in Northern Colorado. The Colorado SHPO originally requested the context as a component of the Northern Colorado Historic Ditch Inventory. The historic ditch context will be accessible through the North I-25 web page. The historic ditch context will inform the public to Northern Colorado's role and importance in the development of irrigated agriculture in the western United States. This mitigation will satisfy adverse effects to all irrigation conveyance features (ditches, laterals, and related components and structures) that become eligible after the Agreement is executed.	CDOT Environmental	Design	North I-25 Record of Decision 2 page 35.						
78	Paleontological Resources	Construction could damage or remove archaeological or paleontological resources buried beneath the soil surface.	The latest revision of the CDOT Specification 107 Archeological/Paleontological shall be followed. All paleontological monitoring work will be performed by a qualified and state of Colorado-permitted paleontologist. Paleontological monitoring will include inspection of exposed rock units and microscopic examination of matrix to determine if fossils are present. This work would take place during surface disturbing activities, such as excavations for the construction of roads, railways, bridges, underpasses, and buildings.	CDOT Construction/ Contractor	Construction	North I-25 Record of Decision 2 pages 36.						
79	Paleontological Resources	Construction could damage or remove archaeological or paleontological resources buried beneath the soil surface.	Monitoring will be scheduled to take place continuously or to consist of spot-checks of construction excavations, depending upon the paleontological sensitivity of the regional study area based on its geology and the types and significance of potential fossils that could be present in subsurface sedimentary deposits. Paleontological monitors will follow earth-moving equipment and examine excavated sediments and excavation sidewalls for evidence of significant paleontological resources. At the request of the monitors, the project engineer will order temporary diversion of grading away from exposed fossils in order to permit the monitors to efficiently and professionally recover the fossil specimens and collect associated data. All efforts to avoid delays to project schedules will be made.	CDOT Construction/ Contractor	Construction	North I-25 Record of Decision 2 page 36.						
80	Paleontological Resources	Construction could damage or remove archaeological or paleontological resources buried beneath the soil surface.	If any subsurface bones or other potential fossils are found by construction personnel during construction, work in the immediate area will cease immediately, and the CDOT paleontologist will be contacted to evaluate the significance of the find.	CDOT Construction/ Contractor	Construction	North I-25 Record of Decision 2 page 36.						
81	Hazardous Materials	Construction activities during earth-moving and excavation could uncover hazardous materials.	An MMP, as required by Section 250.03 of the CDOT Standard Specifications for Road and Bridge Construction (CDOT, 2014a), will be prepared for areas with known soil and groundwater contamination. Construction specifications will be written to include review of the MMP by the CDOT Regional Environmental Manager.	CDOT Design	Design	North I-25 Record of Decision 2 page 36.						
82	Hazardous Materials	Construction activities during earth-moving and excavation could uncover hazardous materials.	If dewatering is necessary, groundwater brought to the surface will be managed according to Section 107.25 of the CDOT Standard Specifications for Road and Bridge Construction and permitted by the CDPHE's Water Quality Control Division.	CDOT Construction/ Contractor	Construction	North I-25 Record of Decision 2 page 36.						
83	Hazardous Materials	Construction activities during earth-moving and excavation could uncover hazardous materials.	Relocation of overhead electrical utility lines and pole-mounted transformers will be conducted in accordance with any easement agreement between CDOT and/or private landowners.	CDOT Construction/ Contractor	Construction	North I-25 Record of Decision 2 page 36.						
84	Hazardous Materials	Construction activities during earth-moving and excavation could uncover hazardous materials.	If contaminated soil is encountered and a responsible party is not identified, CDOT will be responsible for the clean-up in accordance with state and federal regulations. An MMP and a Health and Safety plan, as required by Section 250.03 of the CDOT Standard Specifications for Road and Bridge Construction (CDOT, 2011d), also is recommended for use when oil and gas facilities are encountered.	CDOT Construction/ Contractor	Construction	North I-25 Record of Decision 2 page 36.						
85	Hazardous Materials	Construction activities during earth-moving and excavation could uncover hazardous materials.	Prior to demolition of any structures, an asbestos, lead-based paint, and miscellaneous hazardous materials survey will be conducted at each parcel, where applicable. Regulated materials abatement will be conducted in accordance with Section 250, Environmental, Health, and Safety Management, of the CDOT Standard Specifications for Road and Bridge Construction (CDOT, 2011d) and relevant Occupational Health and Safety (OSHA) regulatory details.	CDOT Construction/ Contractor	Construction	North I-25 Record of Decision 2 page 36.						
86	Hazardous Materials	Construction activities during earth-moving and excavation could uncover hazardous materials.	Prior to demolition, regulated materials must be removed from any structures and appropriately recycled or disposed.	CDOT Construction/ Contractor	Construction	North I-25 Record of Decision 2 page 36.						

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87	Hazardous Materials	Construction activities during earth-moving and excavation could uncover hazardous materials.	Coordination with the Colorado Department of Labor and Employment Division of OPS will be required as soon as possible for any parcel that is or will be acquired, is regulated by OPS and is found to have contaminated the environment. If site characterization and/or remediation have not been completed, the OPS may require CDOT to complete these activities after acquisition. During the right-of-way acquisition process, additional properties may require other actions depending on the results of the Initial Site Assessments. By law, all friable asbestos-containing materials must be removed from structures, including bridges, prior to demolition, and soils if encountered in excavated landfill or building debris, buried utilities, or other asbestos-containing materials. The contractor performing the asbestos abatement is required to be licensed to perform such work and obtain permits from the CDPHE.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 pages 37.						
88	Hazardous Materials	Construction activities during earth-moving and excavation could uncover hazardous materials.	Lead-based paint may need to be removed prior to demolition if the lead is leachable at concentrations greater than regulatory levels. Where lead-based painted surfaces will be removed via torching, additional health and safety monitoring requirements are applicable.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 37.						
89	Hazardous Materials	Construction activities during earth-moving and excavation could uncover hazardous materials.	Prior to construction activities, a Health and Safety Plan, as required by Section 250.03 of the CDOT Standard Specifications for Road and Bridge Construction (CDOT, 2011d), will be developed. Construction specifications shall be written to include review of the Health and Safety Plan by the CDOT Regional Environmental Manager.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 37.						
90	Hazardous Materials	Construction activities during earth-moving and excavation could uncover hazardous materials.	If abandoned landfills or coal mines are present below and/or within 1,000 feet of construction activities, the Health and Safety Plan will need to include provisions for assessing and monitoring air quality at all utility trenches, drainage structures, and similar underground construction (i.e., caissons) areas prior to and during intrusive activities to ensure worker safety.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 37.						
91	Floodplains	Would impact a total of three floodplains. Would result in three I-25 crossings of floodplains and replacement or rehabilitation of three drainage structures along I-25.	The 100-year FEMA design flows will be used for freeboard determinations, scour design, and to ensure that flow velocities are acceptable.	CDOT Design	Design	North I-25 Record of Decision 2 page 37.						
92	Floodplains	Would impact a total of three floodplains. Would result in three I-25 crossings of floodplains and replacement or rehabilitation of three drainage structures along I-25.	The 500-year design flows will be used to further assess the scour design and set the depths of piles or caissons (Big Dry Creek bridge only).	CDOT Design	CDOT Design	North I-25 Record of Decision 2 page 37.						
93	Floodplains	Would impact a total of three floodplains. Would result in three I-25 crossings of floodplains and replacement or rehabilitation of three drainage structures along I-25.	The design will consider the maximum allowable backwater as allowed by FEMA.	CDOT Design	CDOT Design	North I-25 Record of Decision 2 page 37.						
94	Floodplains	Would impact a total of three floodplains. Would result in three I-25 crossings of floodplains and replacement or rehabilitation of three drainage structures along I-25.	Degradation, aggregation, and scour are to be determined. Adequate counter measures will be selected using criteria established by the National Cooperative Highway Research Program Report 568 (TRB, 2006).	CDOT Design	CDOT Design	North I-25 Record of Decision 2 page 37.						
95	Floodplains	Would impact a total of three floodplains. Would result in three I-25 crossings of floodplains and replacement or rehabilitation of three drainage structures along I-25.	The design will consider costs for construction and maintenance.	CDOT Design	CDOT Design	North I-25 Record of Decision 2 page 37.						
96	Floodplains	Would impact a total of three floodplains. Would result in three I-25 crossings of floodplains and replacement or rehabilitation of three drainage structures along I-25.	A bridge deck drainage system that controls seepage at joints will be considered. If possible, bridge deck drains will be piped to a water quality feature before being discharged into a floodplain.	CDOT Design	CDOT Design	North I-25 Record of Decision 2 page 37.						
97	Floodplains	Would impact a total of three floodplains. Would result in three I-25 crossings of floodplains and replacement or rehabilitation of three drainage structures along I-25.	The designs will comply with federal and state agencies. The designs will make every consideration towards local agency requirements and will be consistent with existing watershed and floodplain management programs.	CDOT Design	CDOT Design	North I-25 Record of Decision 2 pages 37-38.						
98	Floodplains	Would impact a total of three floodplains. Would result in three I-25 crossings of floodplains and replacement or rehabilitation of three drainage structures along I-25.	Location studies shall include discussion of the following items, commensurate with the significance of the risk or environmental impact, for all alternatives, and containing encroachments and for those actions which would support base floodplain development: Measures to minimize floodplain impacts associated with the flood, and the measures to restore and preserve the natural and beneficial floodplain values impacted by the action.	CDOT Design	CDOT Design	North I-25 Record of Decision 2 pages 38.						
99	Public Safety and Security	Decreased public safety and security often results from construction activities.	Potential losses at construction sites will be mitigated through fencing and on-site security provided by contractors. All construction contractors will be responsible for safety at their respective sites and will be required to follow all OSHA requirements applicable to construction site safety. The appropriate agencies will provide a site safety officer to monitor site safety.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 38. Other Resources Technical Memorandum page 13.						
100	Transportation	Construction impacts to traffic patterns and times and transportation.	A Traffic Management Plan will be developed that identifies a construction related traffic control plan, work zone management strategies, and contingency plans.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 38.						
101	Transportation	Construction impacts to traffic patterns and times and transportation.	Bridge demolition and detour routes will be developed to avoid overloading local streets with detour traffic.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 38.						
102	Transportation	Construction impacts to traffic patterns and times and transportation.	Peak period ramp closures will be limited to low-volume interchanges.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 38.						
103	Transportation	Construction impacts to traffic patterns and times and transportation.	Closure of high-volume ramps will be limited to nights or weekends.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 38.						
104	Transportation	Construction impacts to traffic patterns and times and transportation.	Access to local businesses and residences will be maintained.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 38.						
105	Transportation	Construction impacts to traffic patterns and times and transportation.	CDOT will work to promote the future usage of the Express Lanes for bus service and carpool and vanpool usage by providing information about the Express Lanes on variable message signs (VMS) that will be installed between 120th Avenue and SH 7. Additionally, CDOT will provide courtesy patrol. CDOT will continue to participate in coordination with Smart Commute Metro North, the Transportation Management Organization for this area, to take into consideration an appropriate travel demand management program.	CDOT Planning	Design	North I-25 Record of Decision 2 page 38.						
106	Section 4(f)	Uses of Section 4(f) properties.	Property acquisition will be completed under the Uniform Relocation Act.	CDOT ROW	ROW	North I-25 Record of Decision 2 page 38.						
107	Section 4(f)	Uses of Section 4(f) properties.	BMPs will be employed for erosion control during construction.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 38. Section 4(f) Technical Memorandum page 10.						
108	Section 4(f)	Uses of Section 4(f) properties.	Disturbed areas will be reseeded with native grasses.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 38. Section 4(f) Technical Memorandum page 10.						

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109	Section 4(f)	Uses of Section 4(f) properties.	Trail detour (for Big Dry Creek Trail) will be provided to Huron Street and either 136th Avenue or 128th Avenue.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 pages 38-39. Section 4(f) Technical Memorandum pages 10-11						
110	Section 4(f)	Uses of Section 4(f) properties.	Property for the Big Dry Creek Trail will be restored to a condition at least as good as that which existed prior to construction.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39. Section 4(f) Technical Memorandum page 11						
111	Section 4(f)	Uses of Section 4(f) properties.	Detour for Big Dry Creek Trail will be well signed.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39. Section 4(f) Technical Memorandum page 11						
112	Section 4(f)	Uses of Section 4(f) properties.	Ditch operations will be maintained for Bull Canal Segment 5AM.457.9 during construction.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39. Section 4(f) Technical Memorandum page 10						
113	Section 4(f)	Uses of Section 4(f) properties.	Appropriate erosion and sediment control best management practices will be implemented for Bull Canal Segment 5AM.457.9.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39. Section 4(f) Technical Memorandum page 10						
114	Section 4(f)	Uses of Section 4(f) properties.	Disturbed areas of Bull Canal Segment 5AM.457.9 will be reseeded during construction.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39. Section 4(f) Technical Memorandum page 10						
115	Construction—Noise	Construction noise impacts on residential areas along the roadway.	Implement construction BMPs.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39.						
116	Construction—Noise	Construction noise impacts on residential areas along the roadway.	Use noise blankets on equipment and quiet-use generators.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39.						
117	Construction—Noise	Construction noise impacts on residential areas along the roadway.	Combine noisy operations to occur in the same time period.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39.						
118	Construction—Noise	Construction noise impacts on residential areas along the roadway.	Use alternative construction methods, such as sonic or vibratory pile-driving in sensitive areas, when possible.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39.						
119	Construction—Noise	Construction noise impacts on residential areas along the roadway.	In residential areas, construction activities will be minimized during the evening, nighttime, weekends, and holidays when receptors are usually in these areas.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39.						
120	Construction—Noise	Construction noise impacts on residential areas along the roadway.	Nighttime construction will be desirable (e.g., commercial areas where businesses may be disrupted during daytime hours) or necessary to avoid major traffic disruption.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39.						
121	Construction—Noise	Construction noise impacts on residential areas along the roadway.	The major noise source on construction sites is typically diesel motors; therefore, all engines will use commercially available effective mufflers and enclosures, as possible.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39.						
122	Construction—Noise	Construction noise impacts on residential areas along the roadway.	Modern equipment will be used with improved noise muffling and all equipment items will be evaluated to ensure that they have the manufacturers' recommended noise abatement measure, such as mufflers, engine covers, and engine vibration isolators intact and operational. Generally, newer equipment would create less operational noise than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding).	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39.						
123	Construction—Noise	Construction noise impacts on residential areas along the roadway.	The use of impact pile driving will be avoided near noise-sensitive areas, where possible. Alternative foundation preparation technologies will be used, such as vibratory pile driving or cast in drilled hole.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39.						
124	Construction—Noise	Construction noise impacts on residential areas along the roadway.	Temporary barriers will be used and relocated, as required, to protect sensitive receptors from excessive construction noise.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39.						
125	Construction—Noise	Construction noise impacts on residential areas along the roadway.	Noise barriers should be made of heavy plywood or moveable insulated sound blankets.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 39.						
126	Construction—Noise	Construction noise impacts on residential areas along the roadway.	Plans will be made to conduct truck loading, unloading, and hauling operations so that noise will be kept to a minimum.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
127	Construction—Noise	Construction noise impacts on residential areas along the roadway.	Frequent updates of all construction activities will be provided to the public.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
128	Construction—Noise	Construction noise impacts on residential areas along the roadway.	A community noise and vibration monitoring plan and a noise and vibration control plan will be prepared before initiating any construction.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
129	Construction—Access	Construction activities will temporarily cause detours and road closures.	Use enhanced signing.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
130	Construction—Access	Construction activities will temporarily cause detours and road closures.	Use alternate access enhancements.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
131	Construction—Access	Construction activities will temporarily cause detours and road closures.	Use advertising/public relations.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
132	Construction—Access	Construction activities will temporarily cause detours and road closures.	Do not close multiple interchanges concurrently.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
133	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Limit detours.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						

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134	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Place detours on major arterial streets and ensure no local street detours are implemented.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
135	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Schedule construction during periods of least traffic.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
136	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Limit construction vehicles to major arterials.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
137	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Enforce speed restrictions; provide adequate space for enforcement; make prime contractor accountable.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
138	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Use courtesy patrol.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
139	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Use enhanced signing.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
140	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	During construction the same number of lanes as existing will be kept open at all times except off-peak travel times.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision (Section 5.4) page 20.						
141	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Phase construction to limit traffic in neighborhoods.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
142	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Comply with AASHTO guidance and Manual on Uniform Traffic Control Devices.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
143	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Coordinate work activities to ensure they do not coincide with sporting, school, or special events.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
144	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Implement advanced traffic diversion.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
145	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Use intelligent management systems and variable message signs to advise/redirect traffic. Work with RTD to offer enhanced operations during peak construction.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
146	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Maintain access to local businesses/residents.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
147	Construction—Highway	Construction activities will cause traffic detours, lane closures, and congestion on the highway. Construction vehicles will have to drive on local streets, and lane shifts present a greater safety risk than normal driving conditions.	Coordinate with emergency service providers to minimize delay and ensure access to properties.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
148	Construction—Pedestrian/ Bicycle Mobility	Construction activities will cause detours and lane closures for bicyclists and pedestrians on the road and multi-use trails.	Provide well-defined detours for pedestrians/bicyclists.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
149	Construction—Pedestrian/ Bicycle Mobility	Construction activities will cause detours and lane closures for bicyclists and pedestrians on the road and multi-use trails.	Enhance safety through the use of adequate signing, fencing, and lighting.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
150	Construction—Pedestrian/ Bicycle Mobility	Construction activities will cause detours and lane closures for bicyclists and pedestrians on the road and multi-use trails.	Implement a public relations program.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
151	Construction—Pedestrian/ Bicycle Mobility	Construction activities will cause detours and lane closures for bicyclists and pedestrians on the road and multi-use trails.	Comply with Americans with Disabilities Act requirements.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						

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152	Construction—Environmental Impacts	Construction activities could result in adverse impacts to air quality.	Use wetting/chemical inhibitors for dust control.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
153	Construction—Environmental Impacts	Construction activities could result in adverse impacts to hazardous materials conditions.	Provide early investigation of subsurface conditions.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 40.						
154	Construction—Environmental Impacts	Construction activities could result in adverse impacts to hazardous materials conditions.	Prepare a well-defined materials management plan per the Hazardous Waste Section.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 pages 40–41.						
155	Construction—Environmental Impacts	Construction activities could result in adverse impacts.	Require prompt and safe disposal of waste products.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
156	Construction—Environmental Impacts	Construction activities could result in adverse impacts to water quality.	Implement water quality BMPs.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
157	Construction—Environmental Impacts	Construction activities could result in adverse impacts to water quality.	Prepare well-defined stormwater management plan per Water Quality Section.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
158	Construction—Environmental Impacts	Construction activities could result in adverse impacts.	Institute resource reuse and allocation.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
159	Construction—Environmental Impacts	Construction activities could result in adverse impacts to air quality.	Cover trucks hauling soil and other materials.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
160	Construction—Environmental Impacts	Construction activities could result in adverse impacts to air quality.	Stabilize and cover stockpile areas.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
161	Construction—Environmental Impacts	Construction activities could result in adverse impacts to air quality and water quality.	Minimize offsite tracking of mud, debris, hazardous material, and noxious weeds by washing construction equipment in contained areas.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
162	Construction—Environmental Impacts	Construction activities could result in adverse impacts to wetlands.	Avoid impacts to wetlands or other areas of important habitat value in addition to those impacted by the project itself.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
163	Construction—Environmental Impacts	Construction activities could result in adverse impacts to water quality.	Control and prevent concrete washout and construction wastewater. As projects are designed, ensure that proper specifications are adhered to and reviewed to ensure adequacy in the prevention of water pollution by concrete washout.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
164	Construction—Environmental Impacts	Construction activities could result in adverse impacts to water quality.	Store equipment and materials in designated areas only.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
165	Construction—Environmental Impacts	Construction activities could result in adverse impacts to water quality.	Promptly remove any unused detour pavement or signs.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
166	Construction—Environmental Impacts	Construction activities could result in adverse impacts to water quality.	Follow CDOT's Standard Specifications for Road and Bridge Construction (CDOT, 2011d), including sections regarding water quality control, erosion control, and environmental health and safety.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
167	Construction—Environmental Impacts	Construction activities could result in adverse impacts to air quality.	Prepare or revegetate exposed areas as soon as possible after construction.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
168	Construction—Environmental Impacts	Construction activities could result in adverse impacts to air quality.	Remove soil and other materials from paved streets.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
169	Construction—Environmental Impacts	Construction activities could result in adverse impacts to air quality.	Incorporate recommendations, as appropriate, from the Regional Air Quality Council's (RAQC) Reducing Diesel Emissions in the Denver Area report (RAQC, 2002).	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
170	Construction—Environmental Impacts	Construction activities could result in adverse impacts to air quality.	Operate equipment mainly during off-peak hours.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
171	Construction—Environmental Impacts	Construction activities could result in adverse impacts to air quality.	Limit equipment idling time.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
172	Construction—Environmental Impacts	Construction activities could result in adverse impacts to air quality.	Use recycled materials for project activities to the extent allowed by good practice and CDOT construction specifications. Use construction equipment that use ultra-low sulfur fuels to the extent practicable.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
173	Construction—Water Resources	Construction activities could result in adverse impacts to water quality.	BMPs used will be consistent with the MS4 permitting requirements, requirements of Northern Front Range flood control districts, as well as practices mentioned in CDOT's Erosion Control and Stormwater Quality Guide.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						
174	Construction—Water Resources	Construction activities could result in adverse impacts to water quality.	Section 107.25 of CDOT's Standard Specifications for Road and Bridge Construction deals with contractor's requirements for water quality control.	CDOT Construction/Contractor	Construction	North I-25 Record of Decision 2 page 41.						

