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2.0 Changes Since the Draft Environmental Impact Statement and Errata

This chapter summarizes factual corrections and clarifications made to the Draft Environmental Impact Statement (EIS) as a result of the availability of updated data, public and agency comments, regulatory changes, and continued design development for the I-270 Corridor Improvements Project (project). Consistent with the abbreviated Final EIS and Errata approach, the Final EIS focuses only on areas where changes have occurred, or more current data is available.

Unless otherwise summarized in Section 2.1 and documented in the Errata of Section 2.2, all elements of the Draft EIS, including the project's Purpose and Need (Draft EIS Chapter 2.0; Final EIS Chapter 3.0), alternatives development and screening (Draft EIS Chapter 3.0; Final EIS Chapter 4.0), analytical methodologies, baseline environmental conditions and environmental impact findings (Draft EIS Chapter 4.0), mitigation commitments (Draft EIS Chapter 5.0; Record of Decision [ROD] Chapter 5.0), and the supporting technical reports and appendices remain unchanged for the purposes of this Final EIS/ROD. The Preferred Alternative, formally identified as the Selected Alternative in the ROD, is the Two General-Purpose Lanes and One Express Lane that Accommodates Transit Alternative.

2.1 Changes Based on Current Data, Design Refinement, Regulatory Developments, and Public Comment

2.1.1 Safety Data

The Safety Assessment (Appendix A of the Draft EIS) evaluated crash data for the period 2014 through 2022, which represented the most complete and validated dataset available since the analysis was conducted. Since publication of the Draft EIS, finalized crash data for 2023 and 2024 have become available. The project team reviewed the newly available data to confirm whether conditions or trends had materially changed. The review found that crash patterns in 2023 and 2024 are generally consistent with those identified in the Safety Assessment, including the predominant crash types, geographic concentration of crashes at key interchanges and merge areas, and overall severity trends. Accordingly, the additional data does not alter the conclusions of the Safety Assessment.

2.1.2 Design Refinement

Since publication of the Draft EIS, the Federal Highway Administration (FHWA) and CDOT have advanced preliminary engineering design as allowable by the National Environmental Policy Act (NEPA), most notably for Phase 1 of the Preferred Alternative's anticipated construction process (Critical Bridges), as the corridor's most structurally and operationally deficient bridges. Phase 1, which includes the replacement of eight bridges and reconstruction of key mainline segments to the full width of the Preferred Alternative (Figure 2-1), has progressed through preliminary design, resulting in a more detailed understanding of structural requirements and construction needs. Completion of major drainage and stormwater design components, updated survey data, field verification, and coordination with local jurisdictions have informed additional refinements to the Preferred Alternative.

These design activities are limited to preliminary engineering and have not influenced the NEPA decision-making process. No elements of the design have been advanced that would limit the choice of reasonable alternatives, result in environmental impacts not previously disclosed, or predetermine the decisions documented in the ROD. Refined alignment and design features for the Build Alternatives are illustrated in the mapbooks provided in Appendix B of the Final EIS.

Figure 2-1. Phase 1 Improvements



As a result of these design advancements, several minor adjustments to the project footprint were identified. These changes are shown in Figure 2-2 and summarized in the sections below.

- Construction Access and Temporary Easements.** Temporary easements were redefined to better support contractor access for constructing drainage improvements, trail relocations, riprap, and bridge/abutment elements. Shown in Figure 2-3, these include temporary access pads near the river, limited to work outside of the channel, with full restoration following construction. Temporary paths were refined to maintain public trail access during operating hours, with pedestrian bridges restricted to contractor foot access. Constraints were incorporated to avoid regrading irrigation maintenance access

roads (the service roads used by irrigation districts to operate and maintain their canals), to prevent heavy equipment use on the East 64th Avenue bridge, and to protect existing fences and utility assets. Temporary easements within the historic boundary were refined to minimize effects, to the extent practicable; however, some encroachments within the historic boundary remain.

- **Drainage, Stormwater, and Water Quality Improvements.** Since the Draft EIS, the design has been updated to include addition and refinement of permanent water quality treatment facilities, including a relocated water quality pond and associated maintenance access, refined water quality pond sizes, and a relocated storm sewer outfall. In addition, several locations along the South Platte River now incorporate riprap armoring to stabilize banks and meet updated hydraulic requirements.
- **Earthwork, Slope, and Retaining Features.** To meet geometric standards and minimize the overall footprint, the design includes refined toe of slope grading, localized retaining walls, and minor adjustments to embankments. These refinements address constructability constraints while avoiding additional impacts where feasible.
- **Bicycle, Pedestrian, and Local Access Elements.** At certain locations, sidewalk widening and trail reconstruction were incorporated to maintain safe and continuous pedestrian and bicycle connectivity during and after construction. These refinements reflect coordination with local jurisdictions and ensure consistency with community plans.
- **Corrections Based on Updated Survey and Field Verification.** In several locations, the permanent limits of disturbance were adjusted to match survey-verified right-of-way (ROW) or to provide adequate space for permanent drainage features. Minor shifts also accommodate utility protection, fencing adjacent to the N Line commuter rail corridor, and other site-specific needs identified during field reviews.

These refinements do not alter the operational characteristics or intent of the Preferred Alternative. Instead, they provide more accurate construction and engineering detail and improve resource avoidance and minimization.

Figure 2-2. Project Footprint Changes

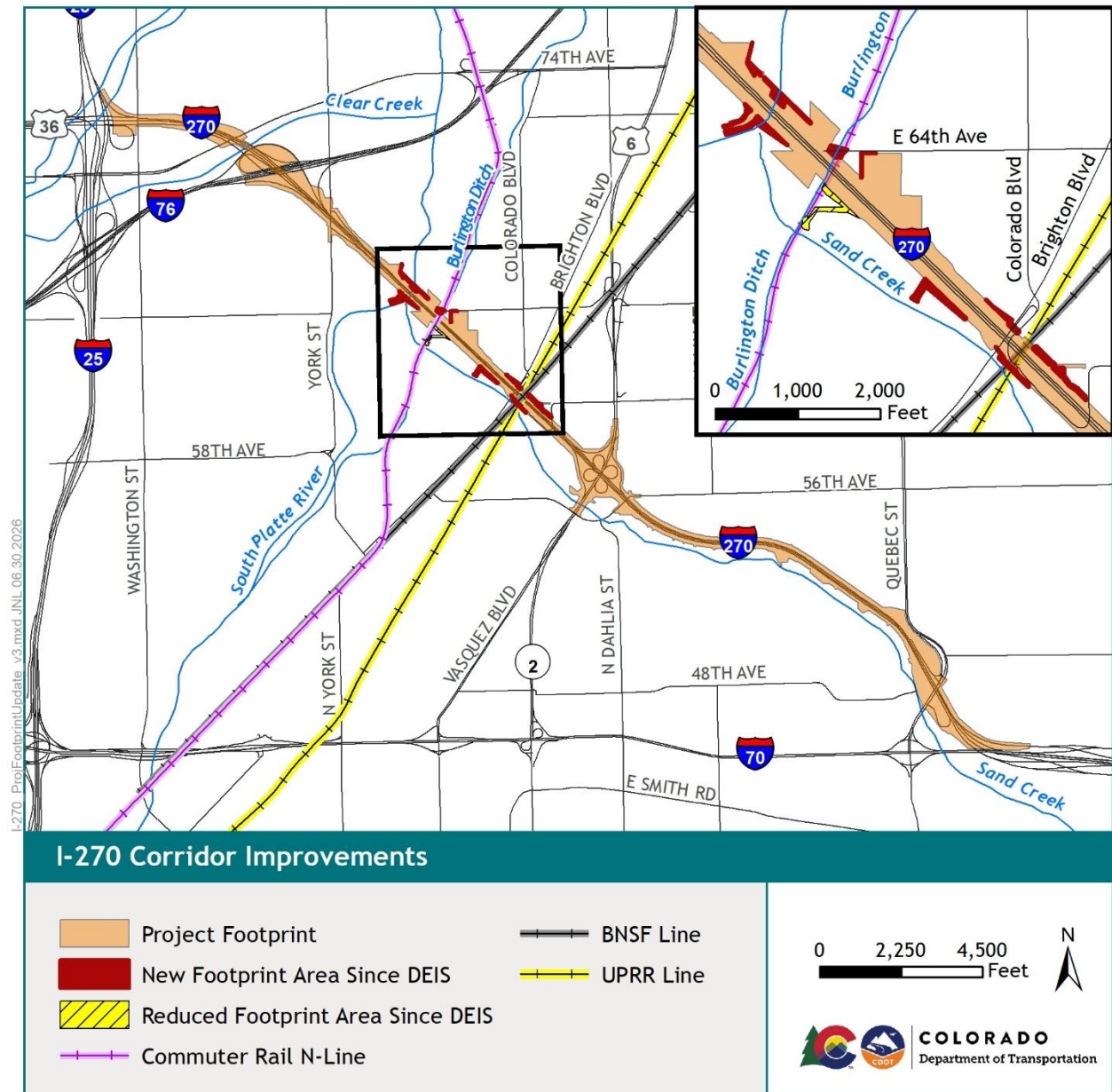
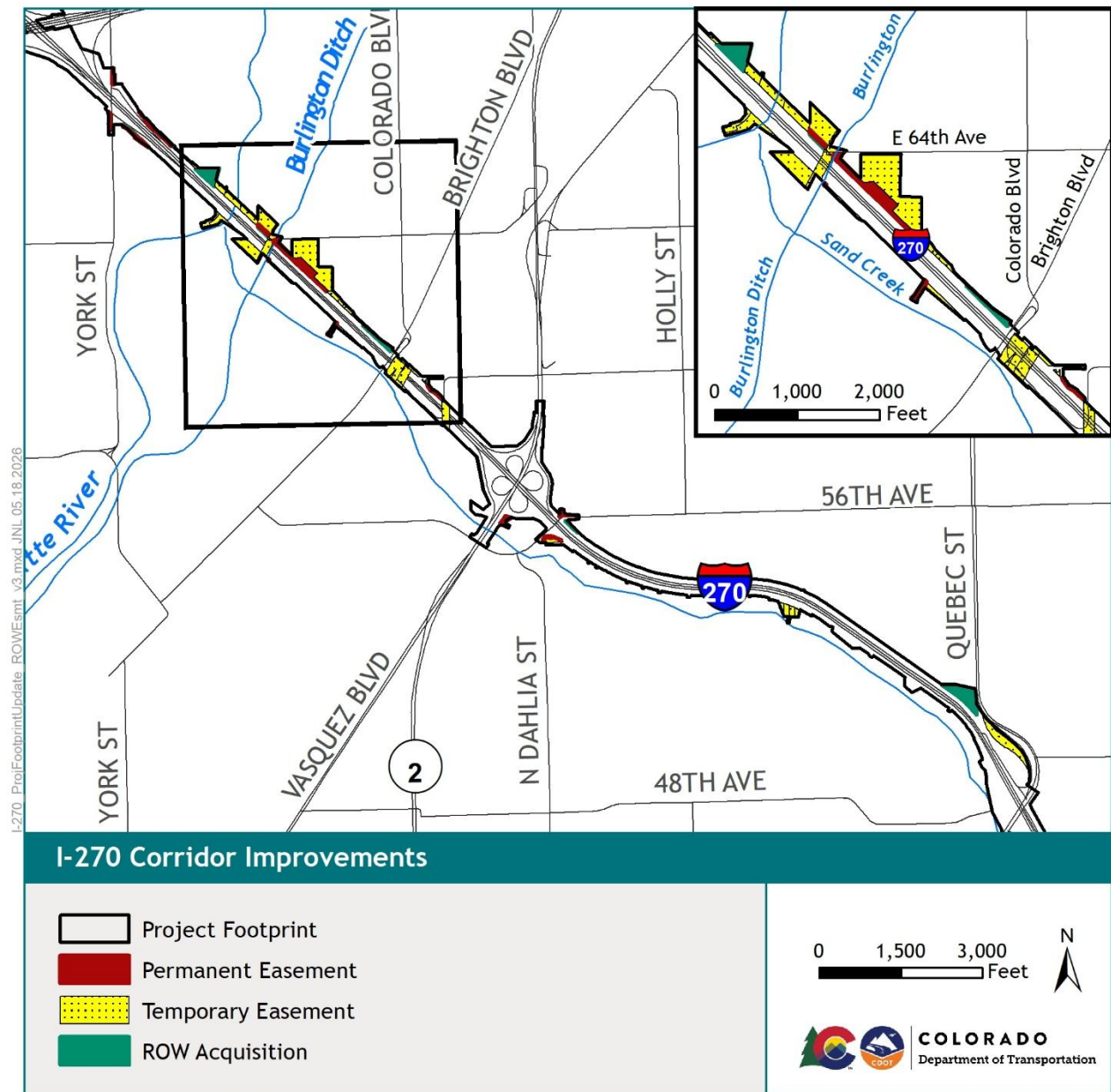


Figure 2-3. Temporary Easements, Permanent Easements, and ROW Requirements for the Preferred Alternative



2.1.3 Regulatory Developments

Since publication of the Draft EIS in November 2025, the primary national regulatory change relevant to the NEPA process has been the Council on Environmental Quality's (CEQ) January 8, 2026, final rule. That rule adopted, without modification, the February 25, 2025, interim final rule rescinding all CEQ NEPA implementing regulations (40 Code of Federal Regulations [CFR] 1500-1508). This action finalized the removal of governmentwide NEPA regulations and reaffirmed that federal agencies must rely on their own agency-specific NEPA procedures.

For FHWA actions, the applicable NEPA implementing procedures are the July 3, 2025, revision to 23 CFR 771 (Interim Final Rule), which incorporated statutory amendments from the Fiscal Responsibility Act of 2023 and the Infrastructure Investment and Jobs Act of 2021. No additional FHWA regulatory updates have been issued since that time. This Final EIS/ROD was prepared in accordance with FHWA's agency-specific NEPA regulations and reflects the current federal regulatory framework.

In addition, the Colorado Department of Public Health and Environment's Water Quality Control Commission adopted Regulation 87 to implement House Bill 24-1379. Regulation 87 establishes requirements to avoid, minimize, and mitigate impacts associated with dredge and fill activities in waters of the State. This Final EIS/ROD includes the required consultation for temporary or permanent authorization under Regulation 87.

2.1.4 Public Comment Driven Updates

During the Draft EIS public comment period, FHWA and CDOT received an alternative submitted by GreenLatinos, a national nonprofit organization. The submittal transmitted the Healthy Communities No-Widening Alternative, referred to in the Final EIS/ROD as the Two Express Lanes that Accommodate Transit Alternative, which was informed by recommendations in the 2025 Design Assistance Team Report developed through the Architects Foundation's "Communities by Design" program. The GreenLatinos submittal is included in the Draft EIS comments provided in Appendix C of this Final EIS.

In accordance with NEPA requirements to consider reasonable alternatives raised during public review, FHWA and CDOT evaluated the alternative in a standalone technical report using the established Draft EIS multi-phase screening process based on the project's Purpose and Need, overall project goals, and consistency with regional transportation plans. The description of this alternative, the screening process, and the resulting determination are presented in Appendix D of the Final EIS, Two Express Lanes that Accommodate Transit Alternative Technical Report.

2.1.5 Incorrect Documentation Provided

After the Draft EIS public comment period concluded, the project team realized that the incorrect version of Appendix E4, Noise Technical Report, was inadvertently posted to the project website. Examples of the minor changes that occurred include things, such as:

- Correcting the length of the corridor from 5.5 miles in the version posted with the Draft EIS to 6.5 miles in the corrected version.
- Breaking one sentence into two sentences and other minor sentence structure changes. For example, in Table 1, Noise Level and Impact Overview, "22 Activity Category B receivers/22 receptors for both GP and EL options" was changed to "22 Activity Category B receivers/22 receptors for GP option and 2 Activity Category B receivers/22 receptors for EL option".
- Section 3.3, first bullet, "(i.e., equals)" was deleted.
- Build Alternatives descriptions were updated to match the other descriptions in documents.

These revisions that occurred between the two versions were based on quality reviews; however, conclusions and recommendations did not change. The correct final version is included as Appendix E of this Final EIS.

2.2 Errata

As described in Section 1.2 of this document, this Final EIS uses an abbreviated (Errata) format consistent with 23 United States Code 139(n). Under this approach, the Final EIS incorporates the Draft EIS by reference and identifies only those corrections, clarifications, and updates necessary to support the combined Final EIS/ROD. These changes are documented in the Draft EIS Errata.

The Errata serve as the official record of modifications to the Draft EIS and are intended to be used as a direct, page-level guide to that document. The Errata revisions (Table 2-1) provide a consolidated listing of all changes made to the Draft EIS for the Final EIS/ROD. Each table entry includes a page-level citation to the Draft EIS (chapter, section, page, and paragraph/figure/table), a description of the change, the reason for the change, and an indication of whether it affects any conclusions.

To review the revisions listed in the Errata, the reader should locate the Draft EIS section, page, and location and read the revised language or change that is described in the Errata, in lieu of what is contained in the Draft EIS. To make the revisions more readily understandable to the reader, context surrounding revisions is provided. Additions to the text of the Draft EIS are noted in **red bolded font**. Deletions from the text of the Draft EIS are noted in ~~striketrough font~~. Changes to figures and tables that cannot be displayed within Table 2-1 are provided in Appendix F of the Final EIS. Each such entry includes a reference ID that links to the corresponding revised figure or table in the appendix.

Most of the changes included in the Errata result from the advancement of the design, and none of these revisions change the conclusions of the Draft EIS. The Errata should be read with the Draft EIS. When combined, the Draft EIS and this section constitute the full Final EIS for the project.

Table 2-1. Draft EIS Errata

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-001	Chapter 3.0, Section 3.3.1.3	Page 3-5, Bridge Improvements, first sub-bullet	Revise	Replacing the existing York Street bridge over I-270 to meet current bridge standards, accommodate an additional travel lane in each direction on York Street, include a 10-foot multi-use path and a 5-foot 7-foot sidewalk that transitions to a 5-foot sidewalk beyond the bridge limits , and enhance lighting.	Design refinements following coordination with local jurisdictions to ensure consistency with community planning, including Adams County's planned improvements for the York Street corridor	No change to conclusions presented in the Draft EIS

E-002	Chapter 3.0, Section 3.6	Page 3-13, paragraphs 1 and 2	Revise	The total project cost for Phases 1 through 3 is estimated at \$806,000,000. The project, covering all three phases, is within the DRCOG 2050 Metro Vision Regional Transportation Plan (RTP) and DRCOG is the federally designated metropolitan planning organization for the Denver region. The current DRCOG fiscally constrained RTP (published May 2024) lists two I-270 projects totaling \$800 million; one totaling \$500 million with a staging period of 2020-2029, and the other totaling \$300 million with a staging period of 2030-2039 and complies with the transportation conformity regulations in 40 Code of Federal Regulations (CFR) Section 93. As referenced, the project is included in the DRCOG 2026-2029 Transportation Improvement Program Identification Number: 2020-068 (https://apps.drcog.org/TRIPS/TIPProject/2026-2029/details/52690) and the 2050 RTP (https://drcog.org/sites/default/files/acc/TPO-RP-50MVRTP-EN-ACC-17x11-26-04-03-v1.pdf). DROCG updates the 2050 Metro Vision RTP every four years and is currently updating its RTP, with anticipated completion and publication in late 2026. DRCOG's board of directors voted for unanimous adoption of the 2026 update during a January 2026 board meeting. CDOT coordinated with DRCOG to include updates to the 2026 RTP that align with the project's updated funding	Text added to shows that the project meets fiscal constraint requirements; text updated to reflect CDOT's change in funding pool name - funds are now pooled to provide flexibility, but still includes SB-1 as a funding source	No change to conclusions presented in the Draft EIS
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				estimates. The updated RTP lists two I-270 projects totaling \$902 million: one totaling \$340 million with a staging period of 2025-2029, and the other totaling \$562 million with a staging period of 2030-2034. The \$340 million allocated for the 2025-2029 staging period covers all Phase 1 construction work and provides additional funding to advance the final design of Phases 2 and 3. The \$562 million allocated for the 2030-2034 staging period accounts for Phases 2 and 3 construction. Construction of the I-270 Corridor Improvements Project will be supported through a combination of state and federal funding sources, including Strategic Colorado State Legislative–Senate Bill (SB)-4 funds, Federal Competitive Ggrants, the Statewide Bridge and Tunnel Enterprise (BTE), and CTIO. CDOT anticipates approximately \$150 million in SB-4Strategic Colorado State Legislative funding will be allocated towards construction of I-270 Corridor Improvements. SB-4Strategic Colorado State Legislative funds designated for the I-270 project are included in CDOT's Vision for Colorado's Transportation System: Updated 10-Year Strategic Project Pipeline (September 2022), which identifies statewide transportation priorities. To maximize funding opportunities and ensure project delivery, CDOT is also actively pursuing		
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Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
				Federal Discretionary Grants to supplement SB-4 Strategic Colorado State Legislative contributions.		
E-003	Chapter 4.0, Section 4.0	Page 4-3, Figure 4-1	Revise	Figure 4-1, Project Limits and Project Footprint, is revised to reflect minor adjustments to the project footprint. The revised figure is provided in Appendix F, E-003. This change applies to all figures in the Draft EIS and appendices that depict the project footprint.	Advancement of the design provided more detailed definition of the project elements and footprint	No change to conclusions presented in the Draft EIS

E-004	Chapter 4.0, Section 4.2.1	Page 4-11	Clarify	As of March 2025, all areas in Colorado were in attainment of all NAAQS criteria pollutants except ground-level ozone, a regional air pollutant. Eight counties in the Denver metro area and a portion of one county in the Colorado North Front Range are currently designated as nonattainment and classified as “serious” for exceeding the 2015 8-hour O₃ standard (70 parts per billion [ppb]). Seven counties in the Denver metropolitan area and portions of two counties in the Colorado North Front Range are currently designated as nonattainment and classified as “severe” for exceeding the 2008 8-hour ozone standard (75 ppb). The project location is therefore currently in a “severe” ozone nonattainment area. The Denver metro/Northern Front Range area was originally designated as nonattainment under the 1-hour ozone standard, which was replaced with an 8-hour ozone standard in 2008. Annual fourth-highest daily maximum 8-hour ozone design values have fluctuated above and below the NAAQS since 2008 (Air Pollution Control District [APCD] 2024). Projects that are a part of a region’s conforming, fiscally constrained Regional Transportation Plan and Transportation Improvement Program meet the regional conformity requirements through a broad assessment of emissions involving the entire transportation network to ensure they are consistent with the emissions goals contained in the region’s State	Text clarified to reflect current air quality designations and regulatory terminology	No change to conclusions presented in the Draft EIS
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Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
				Implementation Plan. This project is included in the region's conforming, fiscally constrained Plan.		
E-005	Chapter 4.0, Section 4.4.1.7	Page 4-25	Revise	The study area includes 174.35 175.47 acres of SGPI lands. The following seven species identified for conservation in the SGPI have the potential to occur in the study area:	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated existing conditions acreage	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-006	Chapter 4.0, Section 4.4.2.2.1	Page 4-26, Table 4-5	Revise	Table 4-5, Summary of Impacts by Land Cover in the Study Area, is revised to reflect updated impacts by land cover. Total permanent impacts increased from 285.30 acres to 285.43 acres. Total temporary impacts increased from 84.08 acres to 87.27 acres. The revised Table is provided in Appendix F, E-006.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; No change to conclusions presented in the Draft EIS
E-007	Chapter 4.0, Section 4.4.2.2.6	Page 4-28, paragraph 1	Revise	The Build Alternatives would impact 159.52 175.47 acres within SGPI areas (125.53 128.21 acres of permanent impacts and 33.99 47.27 acres of temporary impacts). Permanent impacts would include replacing vegetation with impervious surfaces and other transportation features. Temporary impacts are associated with construction access and disturbance.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Reference ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-008	Chapter 4.0, Section 4.5.1	Page 4-29, text before Table 4-6	Revise	The results of the delineation are presented in Table 4-6. A total of 11.04 11.00 acres of wetlands and 6.46 9.43 acres of non-wetland waters (non-vegetated channels and ponds) were delineated in the study area.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-009	Chapter 4.0, Section 4.5.1	Page 4-29, Table 4-6	Revise	Table 4-6, Summary of Wetlands and Non-Wetland Waters in the Study Area, is revised to reflect updated acres of wetland and non-wetland waters in the study area. Total acres of wetlands decreased from 11.04 acres to 11.00 acres. Total acres of non-wetland waters increased from 6.46 acres to 9.43 acres. The revised Table is provided in Appendix F, E-009.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-010	Chapter 4.0, Section 4.5.1	Page 4-30, Figure 4-6	Revise	Figure 4-6, Aquatic Resources - West Section, is revised to reflect changes to wetland boundaries within the study area. The revised figure is provided in Appendix F, E-010.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-011	Chapter 4.0, Section 4.5.1	Page 4-31, Figure 4-7	Revise	Figure 4-7, Aquatic Resources - East Section, is revised to reflect changes to wetland boundaries within the study area. The revised figure is provided in Appendix F, E-011.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-012	Chapter 4.0, Section 4.5.2.2	Page 4-32, text before Table 4-7	Revise	As presented in Table 4-7, the Build Alternatives are expected to result in 2.67 2.61 acres of permanent impacts to wetlands and 0.26 0.31 acres of permanent impacts to non-wetland waters.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-013	Chapter 4.0, Section 4.5.2.2	Page 4-32, Table 4-7	Revise	Table 4-7, Permanent Impacts to Wetlands and Non-Wetland Waters in the Study Area, is revised to reflect updated permanent impacts to Wetlands and Non-Wetland Waters in the study area. Total permanent impacts to wetlands decreased from 2.66 acres to 2.61 acres. Total permanent impacts to non-wetland waters increased from 0.26 acres to 0.31 acres. The revised Table is provided in Appendix F, E-013. Updated mapbooks depicting these revised wetland and non-wetland water impacts are provided in Appendix G of this Final EIS. Note: Mapbooks included in Appendix G are not able to be included on the website with the Final EIS at this time due to accessibility. If you would like a copy of this appendix or would like to meet with a project team member to review the materials, please contact the project team at cdot_i270@state.co.us or 303-512-4270.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-014	Chapter 4.0, Section 4.5.2.2	Page 4-32, text before Table 4-8	Revise	As presented in Table 4-8, the Build Alternatives are expected to result in 1.63 acres of temporary impacts to wetlands and 2.41 3.38 acres of temporary impacts to non-wetland waters.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-015	Chapter 4.0, Section 4.5.2.2	Page 4-33, Table 4-8	Revise	Table 4-8, Temporary Impacts to Wetlands and Non-Wetland Waters in the Study Area, is revised to reflect updated temporary impacts to Wetlands and Non-Wetland Waters in the study area. Total temporary impacts to wetlands did not change. Total temporary impacts to non-wetland waters increased from 2.41 acres to 3.38 acres. The revised Table is provided in Appendix F, E-013. Updated mapbooks depicting these revised wetland and non-wetland water impacts are provided in Appendix G of this Final EIS. Note: Mapbooks included in Appendix G are not able to be included on the website with the Final EIS at this time due to accessibility. If you would like a copy of this appendix or would like to meet with a project team member to review the materials, please contact the project team at cdot_i270@state.co.us or 303-512-4270.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-016	Chapter 4.0, Section 4.6.1	Page 4-36, Figure 4-9	Update	Figure 4-9, Impaired Streams and Existing and Proposed Permanent Water Quality Control Measures, is updated to reflect two United States Geological Survey streamgages that are in the study area as well as the correct length of the impaired segment of the South Platte River. The revised figure is provided in Appendix F, E-016.	Commitment added based on a comment received during the public review period	Minor change to existing conditions; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-017	Chapter 4.0, Section 4.7.2.3	Pages 4-43 and 4- 44, end of second paragraph	Revise	CDOT plans to obtain floodplain development permits through Commerce City, Adams County, and City and County of Denver to complete this work. Letters of no rise, certified by a licensed engineer, will be completed to obtain these permits prior to construction. This process will be separate from the Letter of Map Revision (LOMR) process CDOT will complete for the existing conditions of Sand Creek for the remainder of the I-270 corridor prior to finalizing preliminary and final design. A LOMR will officially change the FIRM and FIS for Sand Creek, and the changes to the floodplain will be documented through FEMA with this process. After revising the floodplain through this process, floodway and floodplain boundaries are anticipated to be contained within channel banks during the 100-year event. Therefore, after the LOMR process, the Build Alternatives would have a reduced encroachment into the floodplain and no new minimal encroachment into the floodway associated with Clear Sand Creek. There will be no new encroachment of the floodway into the South Platte River, and Sand or Clear Creek. Where there are still encroachments, CDOT will follow local, state and federal requirements to ensure base flood elevations are maintained.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-018	Chapter 4.0, Section 4.8.2.2	Page 4-50, paragraph 1	Revise	Both Build Alternatives would acquire 10.57 6.37 acres of land. Of this, 6.50 4.22 acres are industrial, 2.40 2.13 acres are residential, 1.94 acres are parks/open space, and 0.02 acres is are public, and 0.01 acres are vacant. In addition to permanent ROW acquisition, the project would require 3.24 4.49 acres of permanent easements and 33.74 41.23 acres of temporary easements. Land use would not permanently change as a result of these easements; most are required for access and construction staging. Neither Build Alternative would result in the displacement of any residences or businesses.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-019	Chapter 4.0, Section 4.12.2.1	Page 4-68, following paragraph 1	Add	Due to minor changes in the environmental footprint, easement sizes on four historic resources were modified. As a result of these changes, CDOT reopened consultation with the SHPO in February 2026. CDOT determined, and the SHPO concurred, that these modifications resulted in No Adverse Effect to these resources, which include Burlington Ditch (5AM.465.9), Suncor (5AM.4044), DP/UP Segment - Greeley Line (5AM.472.41), and CB&Q/BNSF Segment - Brush Line (5AM.464.21).	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses; updated SHPO concurrence of No Adverse Effect	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-020	Chapter 4.0, Section 4.12	Page 4-69, Table 4-13, row 5, Column 3, Effect Determinations for the Burlington Ditch	Revise	No Adverse Effect. Replacement of the I-270 bridge pair over a supporting segment of the Burlington Ditch/O'Brien Canal, 5AM.465.9, will require temporary easements and one small permanent easement within the historic boundary of the Canal. The two new bridges would be wider than the current bridge pair but will be single-span, instead of three-span as they are currently. All permanent vertical improvements, such as bridge piers, would be located outside of the canal's historically defined boundary. No permanent change to the ditch's alignment, earthen materials, or ditch rider roads are anticipated.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses; updated SHPO concurrence of No Adverse Effect	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-021	Chapter 4.0, Section 4.15.3.2.2	Page 4-78 and Page 4-79, paragraphs 1 and 2	Correction	The following Section 4(f) recreational resources are outside the footprint or would not be impacted by the project with protective measures: Clear Creek Trail, Wetland Park Trailhead, Wetland Park Loop Trail, Veteran's Memorial Park and Eagle Pointe Recreation Center, Leyden Park, and Northfield Pond Park. The Sand Creek Greenway is a recreational resource that would be temporarily and permanently impacted but is not subject to Section 4(f), except for associated trails and recreational amenities within it. The following Section 4(f) recreational resources would be permanently and/or temporarily impacted by the Build Alternatives: South Platte River Trail, Sand Creek Greenway, Sand Creek Trail, and Dahlia Trailhead. Impacts to the South Platte River meet the requirements for Temporary Occupancy exception, 23 CFR 774.13(d). Impacts to the amenities associated with the Sand Creek Greenway, Sand Creek Trail, and Dahlia Trailhead would result in a <i>de minimis</i> use of these resources.	Section 4(f) applicability updated to reflect corrected resource classification	Minor change to regulatory classification; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-022	Chapter 5.0	Page 5-4, Table 5-1	Clarify	Table 5-1, Preferred Alternative Mitigation Commitments, is re-organized into Table 5-1, Preferred Alternative Mitigation Commitments; Table 5-2, Required Environmental Permits and Approvals; and Table 5-3, Other Environmental Commitments. Mitigation commitment numbering is updated accordingly. The revised Tables are provided in Chapter 5.0 of the ROD.	Tables reorganized to improve clarity and distinguish mitigation commitments, permits, and other environmental requirements	Minor re-organization; no change to conclusions presented in the Draft EIS
E-023	Chapter 5.0	Page 5-4, Table 5-1, row 3, column 5	Update	Mitigation #3 is moved to Table 5-3, Other Environmental Commitments as #2 and is revised as follows: Coordinate with UPRR and BNSF to maintain clearances, avoid conflicts with train schedules, and implement protection measures to prevent debris from falling on or near the tracks. In addition, coordinate with Amtrak as a user of the BNSF tracks to ensure they are aware of the project and try to avoid conflicts with their schedules.	Coordination requirements updated based on a comment received during the public review period	Minor refinement to coordination measures; no change to conclusions presented in the Draft EIS
E-024	Chapter 5.0	Page 5-17, Table 5-1	Add	Commitment to preconstruction surveys for raptors and burrowing owls is added as Draft EIS mitigation table as #53. As a result of the reorganization described in E-022, this commitment is now included in Table 5-3 as #38. Details are provided in Chapter 5.0 of the ROD.	Commitment added based on a comment received during the public review period	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-025	Chapter 5.0	Page 5-17, Table 5-1	Add	Commitment to consultation with Colorado Parks and Wildlife for potential impacts to bat habitat is added as #54. As a result of the reorganization described in E-022, this commitment is now included in Table 5-1 as #12. Details are provided in Chapter 5.0 of the ROD.	Commitment added based on a comment received during the public review period	No change to conclusions presented in the Draft EIS
E-026	Chapter 5.0	Page 5-26 and Page 5-27, Table 5-1	Add	Commitment to coordination with the Colorado Water Science Center for potential impacts to US Geological Survey streamgages is added as #81. As a result of the reorganization described in E-022, this commitment is now included in Table 5-3 as #48. Details are provided in Chapter 5.0 of the ROD.	Commitment added based on a comment received during the public review period	No change to conclusions presented in the Draft EIS

E-027	Appendix B (Alternatives Development Technical Report), Section 5.2.1	Page 8, paragraph 4, final sentence	Add	Freight movement would also benefit from fewer delays and improved safety, especially at ramps and interchanges, helping goods move more efficiently through this key freight corridor. During the original alternatives development process, toll exemptions for freight were briefly discussed for managed lane concepts but were not advanced due to the need for operational consistency with Express Lane policies statewide. Colorado's current managed lane framework applies tolling to freight vehicles, including surcharges for vehicles with four or more axles due to their additional pavement loading and operational impacts. Following receipt of an alternative submission during the Draft EIS public comment period, the freight exemption concept was further reviewed. It was determined that creating a freight toll exemption on I-270, a corridor approximately 6.5 miles long, would result in the only toll-exempt Express Lane segment for freight in the state. This would create an isolated and inconsistent transition condition between adjacent tolled facilities, increasing the potential for driver confusion, inconsistent signage, and safety concerns at entry and exit points. In addition, implementation would require the Colorado Transportation Investment Office (CTIO) to procure specialized equipment and establish significant additional back-office processing capacity to administer	Text added to clarify additional evaluation of freight toll exemptions and consistency with statewide policies	No change to conclusions presented in the Draft EIS
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Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
				exemptions uniquely for this corridor, despite freight tolling being the statewide standard. All final Express Lane operational details, including pricing structure, eligibility policies, enforcement mechanisms, access configuration, and any potential exemptions or discounts, will be determined following completion of the EIS process in coordination with CTIO. CTIO is responsible for the operation and oversight of Colorado's Express Lane network and will evaluate corridor-specific considerations within the context of statewide managed lane policies, technical feasibility, legal requirements, and financial sustainability. No final decisions regarding toll rates, user categories, or operational rules will be made prior to completion of the environmental review process and subsequent coordination with CTIO. Should freight toll exemptions be determined to be operationally and policy feasible in the future, such changes would be considered comprehensively across Express Lane facilities rather than applied to a single corridor in isolation.		

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-028	Appendix B (Alternative Development Technical Report), Section 6.3.2	Page 32, after Section 6.3.2	Add	Section 6.3.3 Mobility Hubs Mobility hubs located directly on the I-270 corridor were preliminarily discussed during the alternatives development process, as only on-corridor facilities could reasonably be incorporated into the build alternatives evaluated in the Draft EIS. Coordination with RTD included review of potential transit operations and stop locations along the corridor. Based on RTD's analysis, no beneficial opportunity was identified to add a new regional stop or mobility hub within the corridor limits. RTD indicated that introducing an additional stop in this segment could create added delay to through-service operations, potentially outweighing the benefits of an extra stop given current and forecasted ridership patterns and service objectives. However, this does not preclude RTD from transit service changes within the study area based on future needs.	Text added to document the evaluation of mobility hubs as part of the alternatives process	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-029	Appendix B (Alternative Development Technical Report), Section 7.3	Page 40, first bullet	Revise	Replacing the existing York Street bridge over I-270 to meet current bridge standards, accommodate an additional travel lane in each direction, a 10-foot multi-use path, and a 5-foot 7-foot sidewalk that transitions to a 5-foot sidewalk beyond the bridge limits as well as improve crosswalks, curb ramps, lighting, and pedestrian indicators at the ramp terminal traffic signals.	Design refinements following coordination with local jurisdictions to ensure consistency with community planning, including Adams County's planned improvements for the York Street corridor	No change to conclusions presented in the Draft EIS
E-030	Appendix B (Alternative Development Technical Report), Section 7.4	Page 43, Bridge Improvements, first bullet, first sub- bullet	Revise	Replacing the existing York Street bridge over I-270 to meet current bridge standards, accommodate an additional travel lane in each direction on York Street, include a 10-foot multi-use path and a 5-foot 7-foot sidewalk that transitions to a 5-foot sidewalk beyond the bridge limits , and enhance lighting.	Design refinements following coordination with local jurisdictions to ensure consistency with community planning, including Adams County's planned improvements for the York Street corridor	No change to conclusions presented in the Draft EIS
E-031	Appendix B (Alternative Development Technical Report)	Attachment A, Table 1	Add	New row is added to the end of Table 1, Mainline Improvements Evaluated, to include Mobility Hubs. The revised Table is provided in Appendix F, E-029.	Text added to document the evaluation of mobility hubs as part of the alternatives process	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-032	Appendix C, Alternatives Mapbooks	Two General- Purpose Lanes and One Express Lane that Accommodates Transit Alternative, Page EXH-02	Revise	Exhibit has been updated to show a 7-foot sidewalk on the York Street bridge. The revised mapbooks are provided in Appendix B of this Final EIS. Note: Appendix B (Build Alternative Mapbooks) is not able to be included on the website with the Final EIS at this time due to accessibility. If you would like a copy of this appendix or to sit down with a project team member to review this appendix, please contact the project team at cdot_i270@state.co.us or 303-512-4270.	Design refinements following coordination with local jurisdictions to ensure consistency with community planning, including Adams County's planned improvements for the York Street corridor	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-033	Appendix C, Alternatives Mapbooks	Two General- Purpose Lanes and One Express Lane that Accommodates Transit Alternative, Page EXH-03	Revise	Exhibit has been updated to show: West of South Platte River - reduced reconstruction limits for the existing access road, modified water quality pond size, and revised proposed fence line locations. Between South Platte River and Burlington Ditch - a modified shape and limits of the relocated private access road, a revised proposed fence line location, and removal of the water quality pond. East of Burlington Ditch - the water quality pond relocated to the southwest side of I-270, revised proposed fence line locations, and removal of the drainage outfall to Sand Creek. The revised mapbooks are provided in Appendix B of this Final EIS. Note: Appendix B (Build Alternative Mapbooks) is not able to be included on the website with the Final EIS at this time due to accessibility. If you would like a copy of this appendix or to sit down with a project team member to review this appendix, please contact the project team at cdot_i270@state.co.us or 303-512-4270.	Advancement of the design provided more detailed definition of the project elements and footprint	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-034	Appendix C, Alternatives Mapbooks	Two General- Purpose Lanes and One Express Lane that Accommodates Transit Alternative, Page EXH-04	Revise	Exhibit has been updated to show: West of Brighton Boulevard - the water quality pond relocated to the southwest side of I-270, revised proposed fence line locations, and a new drainage outfall to Sand Creek. On Brighton Boulevard - 5-foot sidewalk on the west side of Brighton Boulevard, a 6-foot sidewalk on the east side of Brighton Boulevard, and an 8-foot trail connection from Brighton Boulevard to the Sand Creek Trail. The revised mapbooks are provided in Appendix B of this Final EIS. Note: Appendix B (Build Alternative Mapbooks) is not able to be included on the website with the Final EIS at this time due to accessibility. If you would like a copy of this appendix or to sit down with a project team member to review this appendix, please contact the project team at cdot_i270@state.co.us or 303-512-4270.	Advancement of the design provided more detailed definition of the project elements and footprint	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
D-035	Appendix C, Alternatives Mapbooks	Three General- Purpose Lanes Alternative, Page EXH-02	Revise	Exhibit has been updated to show a 7-foot sidewalk on the York Street bridge. The revised mapbooks are provided in Appendix B of this Final EIS. Note: Appendix B (Build Alternative Mapbooks) is not able to be included on the website with the Final EIS at this time due to accessibility. If you would like a copy of this appendix or to sit down with a project team member to review this appendix, please contact the project team at cdot_i270@state.co.us or 303-512-4270.	Design refined following coordination with local jurisdictions; changes ensure consistency with community planning, including Adams County's planned improvements for the York Street corridor	No change to conclusions presented in the Draft EIS

Reference ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-036	Appendix C, Alternatives Mapbooks	Three General-Purpose Lanes Alternative, Page EXH-03	Revise	Exhibit has been updated to show: West of South Platte River - reduced reconstruction limits for the existing access road, modified water quality pond size, and revised proposed fence line locations. Between South Platte River and Burlington Ditch - a modified shape and limits of the relocated private access road, a revised proposed fence line location, and removal of the water quality pond. East of Burlington Ditch - the water quality pond relocated to the southwest side of I-270, revised proposed fence line locations, and removal of the drainage outfall to Sand Creek. The revised mapbooks are provided in Appendix B of this Final EIS. Note: Appendix B (Build Alternative Mapbooks) is not able to be included on the website with the Final EIS at this time due to accessibility. If you would like a copy of this appendix or to sit down with a project team member to review this appendix, please contact the project team at cdot_i270@state.co.us or 303-512-4270.	Advancement of the design provided more detailed definition of the project elements and footprint	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-037	Appendix C, Alternatives Mapbooks	Three General- Purpose Lanes Alternative, Page EXH-04	Revise	Exhibit has been updated to show: West of Brighton Boulevard - the water quality pond relocated to the southwest side of I-270, revised proposed fence line locations, and a new drainage outfall to Sand Creek. On Brighton Boulevard - 5-foot sidewalk on the west side of Brighton Boulevard, a 6-foot sidewalk on the east side of Brighton Boulevard, and an 8-foot trail connection from Brighton Boulevard to the Sand Creek Trail. The revised mapbooks are provided in Appendix B of this Final EIS. Note: Appendix B (Build Alternative Mapbooks) is not able to be included on the website with the Final EIS at this time due to accessibility. If you would like a copy of this appendix or to sit down with a project team member to review this appendix, please contact the project team at cdot_i270@state.co.us or 303-512-4270.	Advancement of the design provided more detailed definition of the project elements and footprint	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-038	Appendix D (Transit, Bicycle, and Pedestrian Technical Report), Section 2.2.1	Page 5, Bridge Improvements, first bullet, first sub- bullet	Revise	Replacing the existing York Street bridge over I-270 to meet current bridge standards, accommodate an additional travel lane in each direction on York Street, include a 10-foot multi-use path and a 5-foot 7-foot sidewalk that transitions to a 5-foot sidewalk beyond the bridge limits , and enhance lighting.	Design refinements following coordination with local jurisdictions to ensure consistency with community planning, including Adams County's planned improvements for the York Street corridor	No change to conclusions presented in the Draft EIS
E-039	Appendix D (Transit, Bicycle, and Pedestrian Technical Report), Section 5.3	Page 12, Figure 7	Revise	Figure 7, Existing Bicycle and Pedestrian Facilities, West Section, is revised to reflect updates to the sidewalk configuration. The revised Figure is provided in Appendix F, E-039.	Design refinements following coordination with local jurisdictions to maintain continuous pedestrian and bicycle connectivity	No change to conclusions presented in the Draft EIS
E-040	Appendix D (Transit, Bicycle, and Pedestrian Technical Report), Section 5.3	Page 13, Figure 8	Revise	Figure 8, Existing Bicycle and Pedestrian Facilities, Central Section, is revised to reflect updates to the sidewalk configuration. The revised Figure is provided in Appendix F, E-040.	Design refinements following coordination with local jurisdictions to maintain continuous pedestrian and bicycle connectivity	No change to conclusions presented in the Draft EIS
E-041	Appendix D (Transit, Bicycle, and Pedestrian Technical Report), Section 6.2.2.2	Page 41, Figure 26	Revise	Figure 26, South Platte River Trail Design, is revised to reflect reduced reconstruction limits for the existing access road, modified water quality pond size, and revised proposed fence line locations. The revised Figure is provided in Appendix F, E-041.	Advancement of the design provided more detailed definition of the project elements and footprint	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-042	Appendix D (Transit, Bicycle, and Pedestrian Technical Report), Section 6.2.2.3	Page 42, paragraph 1	Update	There are multiple segments of the Sand Creek Trail between the South Platte River Trail to a location approximately 0.75 miles east of Dahlia Trailhead that are planned to be improved or impacted as a part of this project. Figures 27 through 31 noted in the following Sand Creek Trail improvements list can be found in Section 6.2.3 6.2.2.5 .	Revisions to document resulting in new section numbering	Minor editorial correction; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-043	Appendix D (Transit, Bicycle, and Pedestrian Technical Report), Section 6.2.2.3	Page 42, first bullet	Revise	An underground pipe outfall is proposed to be installed directly east one-third of a mile east of the Burlington Ditch under the trail and approximately 40 100 feet of the trail will be reconstructed to complete this construction. The work would be completed in a manner that would allow trail continuity to be maintained within the established operating hours. Flaggers would be utilized to manage trail traffic if a short closure is required to allow construction equipment to cross the trail. A temporary trail would be constructed to maintain access along the Sand Creek Trail during construction. Temporary trail detours would be provided during construction to maintain bicycle and pedestrian access to the Sand Creek Trail, with overnight trail closures anticipated. Protective measures would be in place to protect trail users along the temporary trail from construction activities required to construct the new pipe. Flaggers and signage would be utilized to manage trail traffic if the temporary trail cannot be constructed to the minimum standard width to accommodate both users.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-044	Appendix D (Transit, Bicycle, and Pedestrian Technical Report), Section 6.2.2.5	Page 44, Figure 27	Revise	Figure 27, Brighton Boulevard Crossing under I-270 Design, is revised to reflect the new alignment of the trail spur design. The revised Figure is provided in Appendix F, E-044.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-045	Appendix D (Transit, Bicycle, and Pedestrian Technical Report), Section 6.2.3.3	Page 48, paragraph 1	Revise	The York Street Crossing over I-270 for this project includes reconstructing the York Street bridge over I-270 with a 10-foot multi-use path suitable for bicyclists and pedestrians on the east side of York Street and a 5-foot sidewalk for pedestrians on the west side of York Street. On the west side, a 7-foot sidewalk is provided across the bridge, which transitions to a 5-foot sidewalk beyond the bridge limits (Figure 32). The improvements planned with this project will ultimately tie directly into the Adams County Transportation Master Plan (Adams County 2022) York Street widening from East 58th Avenue to I-270 and from I-270 to CO 224 (Table 1 and Figure 24). This project's improvements will beneficially impact the community by providing a continuous bicycle and pedestrian network, giving more regional access to businesses, trails, and neighborhoods.	Design refinements following coordination with local jurisdictions to ensure consistency with community planning, including Adams County's planned improvements for the York Street corridor	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-046	Appendix D (Transit, Bicycle, and Pedestrian Technical Report), Section 6.2.3.4	Page 50, Figure 32	Revise	Figure 32, York Street Crossing over I-270 Design, is revised to reflect updates to sidewalk configuration. The revised Figure is provided in Appendix F, E-046.	Design refinements following coordination with local jurisdictions to ensure consistency with community planning, including Adams County's planned improvements for the York Street corridor	No change to conclusions presented in the Draft EIS
E-047	Appendix D (Transit, Bicycle, and Pedestrian Technical Report), Section 6.2.3.5	Page 51, paragraph 1, third sentence	Revise	This project will impact the existing sidewalk on northbound Brighton Boulevard, and the sidewalk will be reconstructed as an attached, 8 6-foot sidewalk in front of the bridge piers and tie into the existing, 6-foot sidewalks to maintain pedestrian connectivity across I-270.	Design refinements following coordination with local jurisdictions to maintain continuous pedestrian and bicycle connectivity	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-048	Appendix E1 (Transportation Impacts), Section 3.0	Page 9, paragraph 2	Revise	The Build Alternatives include replacing the York Street bridge over I-270 as part of the overall corridor improvements. The existing York Street bridge is 61 feet wide and lacks continuous sidewalks and bike lanes. The new bridge would be approximately 86 88 feet wide and would be designed to match the widened York Street cross section. These improvements include a 10-foot sidewalk suitable for bicyclists and pedestrians on the east side and a 5-foot 7-foot sidewalk that transitions to a 5-foot sidewalk beyond the bridge limits suitable for pedestrians on the west side. These improvements would eliminate the No Action Alternative bottleneck, provide a continuous connection for vehicles, bicycles, and pedestrians, and improve local access across I-270. See Figure 6 for visual representations of the alternatives.	Design refinements following coordination with local jurisdictions to ensure consistency with community planning, including Adams County's planned improvements for the York Street corridor	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-049	Appendix E2 (Traffic Technical Report), Section 3.1	Page 4, end of bulleted list	Correct	Three new bullets added to the end of the list of the roadways and interchanges included in modeling limits: Sandcreek Drive - from 56th Avenue to Quebec Street 56th Avenue (including (1) the Vasquez Boulevard intersection and (2) the Sandcreek Drive intersection) Quebec Street - from 56th Avenue to the I-70/Quebec Street Interchange (including (1) the 56th Avenue intersection, (2) the 53rd Place intersection, (3) the Northfield Boulevard intersection and ramps)	Corrected list to match Figure 2	No change to conclusions presented in the Draft EIS
E-050	Appendix E2 (Traffic Technical Report), Section 4.1	Page 7, paragraph 1	Clarify	... Field observations documented driver behaviors, such as lane usage and gap acceptance, and assessed bottleneck throughput using travel times and queuing patterns. Detailed data collection and field observations were conducted May 2 through May 4, 2023.	Clarified timing of field observations and data collection efforts	No change to conclusions presented in the Draft EIS

Reference ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-051	Appendix E2 (Traffic Technical Report), Section 5.5.2	Page 9, paragraph 2	Clarify	It is important to note that this data was limited to one-hour intervals, giving fewer points for calibration. To improve accuracy, additional speed data was collected every 15 minutes upstream of bottlenecks to better capture the start and duration of congestion. While hourly data still provided the main throughput information, two critical time periods were selected within each peak, with the p.m. peak intervals set at 4-5 p.m. and 6-7 p.m. and the a.m. peak at 6-7 a.m. and 8-9 a.m. to reflect the build-up and dissipation of congestion. This approach ensured the model accurately reflected peak congestion patterns.	Additional clarification provided on data resolution and peak period selection methodology	No change to conclusions presented in the Draft EIS
E-052	Appendix E2 (Traffic Technical Report) Attachment D (Microsimulation Calibration Technical Memorandum)	Page 12, paragraph 1	Correct	As shown on Figure 7, during the a.m. peak period, the westbound bottleneck speeds initially dropped below the congested speed threshold during the 6:15 a.m. interval. The slowest speed in the 6-7 a.m. interval was recorded during the 6:30 a.m. 6:45 a.m. interval.	Editorial error	Minor editorial correction; no change to conclusions presented in the Draft EIS
E-053	Appendix E2 (Traffic Technical Report), Section 12.2	Page 71, Table 13, row 1, column 4	Correct	In Table 13, Eastbound I-270 Average Travel Time (Min) - From Eastbound US 36/Southbound I 25 to I-70/Central Park Boulevard, the number of freight vehicles for the No Action Alternative is corrected from 57 to 24.	Editorial error	Minor editorial correction; no change to conclusions presented in the Draft EIS

Reference ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-054	Appendix E2 (Traffic Technical Report), Section 12.2	Page 73, Table 15	Replace	Table 15, Eastbound I-270 Average Travel Speed (mph) - From Eastbound US 36/Southbound I 25 to I-70/Central Park Boulevard, is replaced with correct table. The revised Table is provided in Appendix F, E-053.	Editorial error	No change to conclusions presented in the Draft EIS
E-055	Appendix E2 (Traffic Technical Report), Section 12.2	Page 73, paragraphs 2 and 3	Revise	The second and third paragraphs have been revised as follows, for consistency with Table 15: While the Three General-Purpose Lanes Alternative achieves slightly higher speeds in the a.m. peak, both Build Alternatives substantially improve over the No Action Alternative, where highly congested conditions currently limit speeds to 17 to 18 mph. The Express Lane in the Two General-Purpose Lanes and One Express Lane that Accommodates Transit Alternative provides the most reliable and fastest travel option, with speeds reaching 35 53 mph in the a.m. peak hour (16 mph faster than general-purpose lanes) and 29 63 mph in the p.m. peak hour (13 mph faster than general-purpose lanes).	Revised text to better match Table 15	No change to conclusions presented in the Draft EIS
E-056	Appendix E2 (Traffic Technical Report), Section 12.4	Page 80, Table 23, Node 202 row, Column 3	Correct	Table 23 is revised to correct a typo: 482 12.27 The revised Table is provided in Appendix F, E-056.	Editorial error	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-057	Appendix E2 (Traffic Technical Report), Attachment D	Figures 9-12; 14; 16; 18; 20	Correct	The label on the y-axis is revised from “vpd” to “vph” to correct a typo that mistakenly indicated vehicles per day (vpd) instead of vehicles per hour (vph). This change applies to all figures noted and is shown on Figure 9 in Appendix F, E-056.	Editorial error	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-058	Appendix E3 (Air Quality Technical Report), Section 4.2	Page 11, paragraph 1	Clarify	As of March 2025, all areas in Colorado were in attainment of all NAAQS criteria pollutants except ground-level O₃. Eight counties in the Denver metropolitan area (Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, and Weld) and a portion of one county in the Colorado North Front Range (Larimer) are currently designated as nonattainment and classified as “serious” for exceeding the 2015 8-hour O₃ standard (70 ppb). Seven counties in the Denver metropolitan area (Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, and Jefferson) and portions of two counties in the Colorado North Front Range (Larimer and Weld) are currently designated as nonattainment and classified as “severe” for exceeding the 2008 8-hour O₃ standard (75 ppb). The project location is therefore currently in a “severe” O₃ nonattainment area. The Denver Metro/Northern Front Range area was originally designated as nonattainment under the 1-hour O₃ standard, which was replaced with an 8-hour O₃ standard in 2008. Annual fourth highest daily maximum 8-hour O₃ design values have fluctuated above and below the NAAQS since 2008 (APCD 2024).	Text clarified to reflect current air quality designations and regulatory terminology	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-059	Appendix E4 (Noise Technical Report)	Not Applicable	Correct	Final Noise Technical Report provided to supersede draft version on project website. The final version of the Noise Technical Report is included as Appendix E to this Final EIS/ROD.	Administrative error	No change to conclusions presented in the Draft EIS
E-060	Appendix E5 (Biological Resources Technical Report), Section 5.0	Page 16, Figure 8	Revise	Figure 8, Aquatic Resources Mapping - West, is revised to reflect changes to the project footprint and updated wetland delineation. The revised Figure is provided in Appendix F, E-060.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-061	Appendix E5 (Biological Resources Technical Report), Section 5.1	Page 17, text before Table 1	Revise	General habitat or land cover types were calculated by using the Land Use Land Cover Pilot Project, developed by the DRCOG in 2018 and modified in 2020 (DRCOG 2020). The study area is approximately 369 373 acres, of which approximately 36 37 percent consists of areas that are categorized as impervious surfaces or structures and do not provide habitats.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated existing conditions acreage	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-062	Appendix E5 (Biological Resources Technical Report), Section 5.1	Page 17, Table 1	Revise	Table 1, Land Cover Types Identified in the Study Area, is revised to reflect updated land cover types in the study area. Total study area acreage increased from 369.26 acres to 372.70 acres. The revised Table is provided in Appendix F, E-062.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated existing conditions acreage	Minor change to existing conditions; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-063	Appendix E5 (Biological Resources Technical Report), Section 5.6	Page 29, paragraph 1	Revise	A total of 59 65 aquatic resources, including 52 53 distinct wetlands and 7 12 non-wetland waters totaling approximately 17.54 20.43 acres, were delineated in 2020, and 2024, and 2026 . Three broad wetland categories were delineated and mapped within the study area, including herbaceous Palustrine Emergent (PEM) wetlands associated with natural riparian areas, palustrine scrub-shrub (PSS) wetlands associated with natural riparian areas, and PEM wetlands associated with stormwater hydrology (Cowardin et al. 1979). Of these areas, seven 11 were open-water features (for example, canals, creeks, and rivers) totaling 6.46 9.43 acres, 21 were categorized as PEM wetlands (4.60 23 acres), and 34 40 were PSS wetlands (6.45 77 acres).	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-064	Appendix E5 (Biological Resources Technical Report), Section 5.6	Page 30, Figure 10	Revise	Figure 10, Aquatic Resources Mapping - East, is revised to reflect changes to the project footprint and updated wetland delineation. The revised Figure is provided in Appendix F, E-064.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS

Reference ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-065	Appendix E5 (Biological Resources Technical Report), Section 6.0	Page 31, paragraph 2	Revise	The entire study area (372.70 acres) Of the 369 372.70 acre study area, approximately 281.69 285.43 acres (76 percent of the study area) would be impacted by both build alternatives, which have the same impact footprint. Of the 281.69 372.70 acres, 161.82 285.43 acres are categorized as permanent impacts, and 45.80 87.27 acres are temporary impacts. The estimated number acreage of total impacts to disturbed and non-vegetated areas and nonporous areas (such as impervious surfaces Surfaces and structures Structures) that do not provide suitable habitat for wildlife, including most mammals, birds, reptiles, and amphibians would be approximately 161.75 138.39 acres, which represents 36 37 percent of the overall impacts.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-066	Appendix E5 (Biological Resources Technical Report), Section 6.4.1	Page 32, Table 4	Revise	Table 4, Temporary and Permanent Impacts to Land Cover Types Identified in the Study area in Acres, is revised to reflect updated impacts by land cover. Total permanent impacts increased from 285.30 acres to 285.43 acres. Total temporary impacts increased from 84.08 acres to 87.27 acres. Combined impacts have increased from 369.38 to 372.70. The revised Table is provided in Appendix F, E-066.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-067	Appendix E5 (Biological Resources Technical Report), Section 6.4.1	Page 33, paragraph below Table 4	Revise	Approximately 94 97 percent of combined impacts from the build alternatives would be to the barren land Barren Land ; p P rairie, g G rassland, and n N atural g G round c C over; and impervious surface Impervious Structures land cover types. Assuming that the the impervious s urfaces and s Structures land cover types do not provide a general habitat to most wildlife, the build alternatives would permanently impact approximately 167.58 167.70 acres (34.93 34.41 acres b B arren l L and + 127.84 128.21 acres p P rairie P P rairie, G G rassland, and N N atural G G round C C over + 3.09 3.11 acres t T ree c C anopy + 1.56 1.71 acres t T urf and irrigated land Turf and Irrigated Land + 0.19 0.26 acres of w ater) to land cover types that may offer habitat.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-068	Appendix E5 (Biological Resources Technical Report), Section 6.4.6	Page 36	Revise	Based on preliminary design concepts, permanent wetland impacts resulting from the build alternatives are anticipated to be 2.67 2.61 acres, while temporary impacts are anticipated to be 1.63 acres. Permanent impacts to non-wetland waters are anticipated to be 0.26 0.31 acres, with temporary impacts to be 2.44 3.38 acres. These impacts, which will be refined as project design progresses, are likely the result of grading needed to accommodate the widened highway as well as related infrastructure, such as bridges, culverts, utilities, and water quality ponds...	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-069	Appendix E5 (Biological Resources Technical Report), Section 6.4.8	Page 38	Revise	The build alternatives would result in both permanent and temporary impacts to areas mapped by DRCOG as p Prairie, g Grassland, or n Natural g Ground c Cover. These areas are collectively considered areas of shortgrass prairie. Total permanent impacts within SGPI areas would be 425.53 128.21 acres, and total temporary impacts within SGPI areas would be 33.99 47.27 acres. Permanent impacts would include removing vegetation and replacing with impervious surfaces and other transportation features.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-070	Appendix E5 (Biological Resources Technical Report), Section 7.0	Page 45, Table 5	Add	Commitment to preconstruction surveys for raptors and burrowing owls is added. Details are provided in Appendix F, Table 5, E-070.	Commitment added based on a comment received during the public review period	No change to conclusions presented in the Draft EIS
E-071	Appendix E5 (Biological Resources Technical Report), Section 7.0	Page 45, Table 5	Add	Commitment to consultation with Colorado Parks and Wildlife for potential impacts to bat habitat is added. Details are provided in Appendix F, Table 5, E-071.	Commitment added based on a comment received during the public review period	No change to conclusions presented in the Draft EIS
E-072	Appendix E5 (Biological Resources Technical Report), Section 8.0	Page 46	Add	A fourth bullet is added: Bat Friendly Bridge Designs with CPW. During project design, CDOT will evaluate and consider bat friendly bridge designs in consultation with CPW.	Commitment added based on a comment received during the public review period	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-073	Appendix E6 (Wetland and Aquatics Technical Report), Section 4.0	Page 10, paragraph 2	Revise	Biologists visited and evaluated the approximately 369 372.70 -acre study area, which is also the project footprint, to delineate aquatic resources.	Advancement of the design provided more detailed definition of the project elements and footprint	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-074	Appendix E6 (Wetland and Aquatics Technical Report), Section 4.0	Page 10, paragraph 3	Add	To formally delineate wetlands and WOTUS within the study area, biologists conducted field surveys during July 2020, with follow-up surveys in early October 2020, December 2020, and May 2024, and February 2026 to account for study area adjustments.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	No change to conclusions presented in the Draft EIS
E-075	Appendix E6 (Wetland and Aquatics Technical Report), Section 5.1.2	Page 14, Figure 6	Revise	Figure 6, Aquatic Resources Overview Map, is revised to reflect changes to the project footprint and updated wetland delineation. The revised Figure is provided in Appendix F, E-075.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-076	Appendix E6 (Wetland and Aquatics Technical Report), Section 5.2.2	Page 16, sentence 1	Revise	Approximately 4.3 4.1 acres of wetlands were along portions of Sand Creek which is the primary source of hydrology for these wetlands.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-077	Appendix E6 (Wetland and Aquatics Technical Report), Section 5.2.4	Pages 18 through 21, Table 2	Revise	Table 5, Summary of Delineated Wetlands, is revised to reflect changes to the project footprint and updated wetland delineation. Changes are to W231, which decreased from 3,248 square feet (0.075 acre) to 625 square feet (0.014 acre); W515, which is added as 665 square feet (0.015 acre). The revised Table is provided in Appendix F, E-077.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-078	Appendix E6 (Wetland and Aquatics Technical Report), Section 5.2.4	Page 22, Table 3	Revise	Table 3, Summary of Delineated Non-Wetland Waters, is revised to reflect changes to the project footprint and updated wetland delineation. Changes are to OW035, which is added as 39,900 square feet (0.916 acre); OW036, which is added as 14,876 square feet (0.342 acre); and OW150, which increased from 21,247 square feet (0.488 acre) to 24,580 square feet (0.564 acre). The revised Table is provided in Appendix F, E-078.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-079	Appendix E6 (Wetland and Aquatics Technical Report), Section 5.3	Page 25, Table 5, row 3	Update	Table 5, Stressors and Functional Capacity Indices Scores, is updated to add W515. The revised Table is provided in Appendix F, E-079.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation	Minor change to existing conditions; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-080	Appendix E6 (Wetland and Aquatics Technical Report), Section 6.4	Page 28, paragraph 1	Revise	Based on preliminary design concepts, permanent wetland impacts are anticipated to be 2.668 2.612 acres, and temporary wetland impacts are anticipated to be 1.628 1.631 acres (Table 6). Permanent impacts to non-wetland waters are anticipated to be 0.258 0.311 acres and temporary impacts to non-wetland waters are anticipated to be 2.413 3.384 acres (Table 7).	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-081	Appendix E6 (Wetland and Aquatics Technical Report), Section 6.4	Page 28, paragraph 2	Revise	For example, 2.30 2 ¹ acres of functioning impaired wetlands (FCI scores ranging from 0.64 to 0.68) will be permanently impacted whereas only 0.35 9 ² acres of “functioning” wetlands (FCI scores ranging from 0.71 to 0.72) will be permanently impacted. This means that of the total permanent impacts, 4 3 ¹² percent of those impacts will occur in functioning wetlands, and 8 7 ⁸⁸ percent will occur in functioning impaired wetlands. The build alternatives will disproportionately result in more temporary impacts to functioning wetlands compared to functioning impaired wetlands. However, temporarily impacted wetlands are expected to recover following construction and revegetation and restoration measures. In total, 1.344 0.99 ¹ acres of functioning wetlands will be temporarily impacted (84 59 ⁵⁹ percent of the total temporary impacts); whereas only 0.254 0.68 ⁷ acres of functioning impaired wetlands will be temporarily impacted (46 41 ⁴¹ percent of the total temporary impacts).	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-082	Appendix E6 (Wetland and Aquatics Technical Report), Section 6.4	Page 28 and 29, paragraph 3	Revise	Permanent impacts to presumed jurisdictional WOTUS are anticipated to be 0.367 0.311 acres of wetland and 0.258 0.311 acres of non-wetland waters, for a total of 0.625 0.622 acres (21 percent of the project's total wetland and non-wetland waters permanent impacts); therefore, while temporary impacts to presumed jurisdictional WOTUS are anticipated to be 1.534 1.537 acres of wetlands and 2.413 2.868 acres of non-wetland waters, for a total of 3.947 4.405 acres (94 98 percent of the project's total wetland and non-wetland waters temporary impacts). It should be noted that no single water crossing (bridges) would incur permanent impacts to presumed jurisdictional WOTUS greater than 0.5 acres. There would be no permanent WOTUS impacts at Clear Creek (I-270 mainline bridges), 0.067 0.127 acres of permanent impacts at the South Platte River (I-270 mainline bridges), no permanent impacts at the Burlington Ditch/O'Brien Canal (I-270 mainline bridges), and 0.194 0.184 acres permanent impacts at Sand Creek (Vasquez Boulevard Bridge).	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-083	Appendix E6 (Wetland and Aquatics Technical Report), Section 6.4	Page 29, Table 6	Revise	Table 6, Summary of Wetland Impacts, is revised to reflect updated temporary and permanent impacts to Wetlands in the study area. Total temporary impacts to wetlands increased from 1.628 acres to 1.631 acres. Total permanent impacts to wetlands decreased from 2.668 acres to 2.612 acres. The revised table is provided in Appendix F, E-083.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	No change to conclusions presented in the Draft EIS
E-084	Appendix E6 (Wetland and Aquatics Technical Report), Section 6.4	Page 30, Table 7	Revise	Table 7, Summary of Non-Wetland Waters Impacts, is revised to reflect updated temporary and permanent impacts to non-wetland waters. Total temporary impacts increased from 2.413 acres to 3.384 acres. Total permanent impacts increased from 0.258 acre to 0.311 acre. The revised table is provided in Appendix F, E-084.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-085	Appendix E6 (Wetland and Aquatics Technical Report), Attachments	Not applicable	Revise	Maps included in Attachment A, Aquatic Resources Delineation Mapbook, Attachment D, FACWet Maps and Data Sheets, and Attachment E, Aquatic Resources Impact Mapbook, are revised to reflect changes to the project footprint and updated wetland delineation. Note: These attachments are included with the Final EIS (Appendix G) but are not able to be included on the website with the Final EIS at this time due to accessibility. If you would like a copy of this appendix or would like to meet with a project team member to review the materials, please contact the project team at cdot_i270@state.co.us or 303-512-4270.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated wetland delineation and more accurate impact analyses	Minor change to existing conditions and impacts; no change to conclusions presented in the Draft EIS
E-086	Appendix E7 (Water Quality Technical Report), Section 5.0	Page 14, Figure 7	Update	Figure 7, Impaired Streams and Existing and Existing PWQ CMs, is updated to reflect two United States Geological Survey streamgages that are in the study area as well as the correct length of the impaired segment of the South Platte River. The revised figure is provided in Appendix F, E-086.	Agency review comments incorporated, resulting in a more accurate representation of monitoring infrastructure and impaired stream extent	Minor change to existing conditions; no change to conclusions presented in the Draft EIS

Reference ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-087	Appendix E7 (Water Quality Technical Report), Section 5.0	Page 15, after final paragraph	Add	A new paragraph is added after the last paragraph on the page: Two US Geological Survey streamgages are located in the study area that are operated by the Colorado Water Science Center. Station Number 06714360, “Sand Crk abv Burlington Ditch nr Commerce City, CO”, and Station Number 394839104570300, “Sand Creek at Mouth nr Commerce City, CO”, are shown on Figure 7.	Agency review comments incorporated, resulting in a more accurate representation of monitoring infrastructure	Minor change to existing conditions; no change to conclusions presented in the Draft EIS
E-088	Appendix E7 (Water Quality Technical Report), Section 6.2.1	Page 20, Figure 11	Revise	Figure 11, PWQ Locations for Build Alternatives (West Section), is updated to reflect changes to stormwater treatment facilities. The revised figure is provided in Appendix F, E-088.	Advancement of the design provided more accurate stormwater treatment design	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-089	Appendix E7 (Water Quality Technical Report), Section 6.2.1	Page 21, Figure 12	Revise	Figure 12, PWQ Locations for Build Alternatives (Central Section), is updated to reflect changes to stormwater treatment facilities. The revised Figure is provided in Appendix F, E-089.	Advancement of the design provided more accurate stormwater treatment design	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-090	Appendix E7 (Water Quality Technical Report), Section 7.0	Page 31, Table 2	Add	New row added to include commitment to coordination with the Colorado Water Science Center for potential impacts to US Geological Survey streamgages. The revised Table is provided in Appendix F, E-090.	Commitment added based on a comment received during the public review period	No change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-091	Appendix E8 (Floodplains Technical Report), Section 5.0	Page 11, Figure 6	Revise	Figure 6, Regulated 100-Year Floodplains and Floodways within Study Area, is updated to reflect changes to the project footprint. The revised figure is provided in Appendix F, E-091.	Advancement of the design provided more detailed definition of the project elements and footprint	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-092	Appendix E8 (Floodplains Technical Report), Section 5.3	Page 16, Figure 7	Revise	Figure 7, Impacts to Floodplains (West Section), is updated to reflect changes to the project footprint. The revised figure is provided in Appendix F, E-092.	Advancement of the design provided more detailed definition of the project elements and footprint	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-093	Appendix E8 (Floodplains Technical Report), Section 5.3	Page 17, Figure 8	Revise	Figure 8, Impacts to Floodplains (Central Section), is updated to reflect changes to the project footprint and water quality pond locations near Burlington Ditch and the pond outfall to Sand Creek location. The revised figure is provided in Appendix F, E-093.	Advancement of the design provided more detailed definition of the project elements and footprint	Minor change to impacts; no change to conclusions presented in the Draft EIS

Reference ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-094	Appendix E8 (Floodplains Technical Report), Section 5.4	Page 21, paragraph 2, second sentence	Revise	CDOT plans to obtain floodplain development permits through Commerce City, Adams County, and City and County of Denver to complete this work. Letters of no rise, certified by a licensed engineer, will be completed to obtain these permits prior to construction. This process will be separate from the Letter of Map Revision (LOMR) process CDOT will complete for the existing conditions of Sand Creek for the remainder of the I-270 corridor prior to finalizing preliminary and final design. A LOMR will officially change the FIRM and FIS for Sand Creek, and the changes to the floodplain will be documented through FEMA with this process. After revising the floodplain through this process, floodway and floodplain boundaries are anticipated to be contained within channel banks during the 100-year event. Therefore, after the LOMR process, the Build Alternatives would have a reduced encroachment into the floodplain and no new minimal encroachment into the floodway associated with Clear Sand Creek. There will be no new encroachment of the floodway into the South Platte River, and Sand or Clear Creek. Where there are still encroachments, CDOT will follow local, state and federal requirements to ensure base flood elevations are maintained.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-095	Appendix E9 (Land Use Technical Report), Section 6.2	Page 22, paragraph 1	Revise	Most of the changes included in the project occur within existing ROW. Both build alternatives would acquire 10.57 6.37 acres of land. Of this, 6.50 4.22 acres are industrial, 2.40 2.13 acres are residential, 1.94 acres are parks/open space, and 0.02 acres are public, and 0.01 acres are vacant. In addition to permanent ROW acquisition, the project would require 3.21 4.49 acres of permanent easements and 33.71 41.23 acres of temporary easements. Land use would not permanently change as a result of these easements; most are required for access and construction staging.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

E-096	Appendix E13 (Historic Resources Technical Report), Section 6.2	Page 16-17, bullets 2, 5, and 7	Revise	5AM.4044: A temporary easement of 0.27 0.14 acre is required from a vacant, previously disturbed area of 5AM.4044, Suncor Energy; a vast industrial complex on the south side of I-270 that is being treated as National Register eligible for purposes of this Section 106 review 5AM.465: Replacement of the I-270 bridge pair over a supporting segment, 5AM.465.9, of the Burlington Ditch/O'Brien Canal will require temporary easements within the historic boundary of the Canal. Five separate temporary easements are required, totaling approximately 4.47 1.27 acres. One permanent easement of 0.01 acre is required. The two new bridges will be wider than the current bridge pair but will be single-span, instead of three-span as they are currently. All permanent vertical improvements, such as bridge piers, will be located outside of the canal's historically defined boundary. No permanent change to the ditch's alignment, earthen materials, or ditch rider roads are anticipated. 5AM.464, 5AM.472, and 5AM.4119: Three significant railroad resources in close proximity to one another: 5AM.464.21, CB&Q/BNSF-Brush Line; 5AM.472.41, DP/UP - Greeley Line; and 5AM.4119, Sand Creek Junction will all be affected by the replacement of a pair of I270 bridges that span over them. A new four-span set of bridges will replace the existing four-span bridge pair that traverses the two supporting railroad	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
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				segments and the historic railroad junction. While the new bridge pair will be wider than the current pair, all new bridge piers are located outside of the historic boundaries of these resources and in several cases new bridge piers are further removed from the historic railroad resource boundaries than the current bridges. While temporary easements will be needed to implement the bridge replacements, no permanent effects to railroad alignments, ballast, or track are anticipated. Three temporary easements are required from 5AM.464 totaling 0.15 0.16 acre; two temporary easements are required from 5AM.472 totaling 0.24 0.26 acre, and one temporary easement is required from 5AM.4119 totaling 0.05 acre.		

E-097	Appendix E13 (Historic Resources Technical Report), Section 6.3	Page 18, bullets 1 and 6	Revise	5AM.4044: A temporary easement of 0.27 0.14 acre is required from a vacant previously disturbed area of 5AM.4044, Suncor Energy; a vast industrial complex on the south side of I-270 that is being treated as National Register eligible for purposes of this Section 106 review. 5AM.464, 5AM.472, and 5AM.4119: Three significant railroad resources in close proximity to one another: 5AM.464.21, CB&Q/BNSF-Brush Line; 5AM.472.41, DP/UP - Greeley Line; and 5AM.4119, Sand Creek Junction will all be affected by the replacement of a pair of I270 bridges that span over them. A new four-span set of bridges will replace the existing four-span bridge pair that traverses over the two supporting railroad segments and the historic railroad junction. While the new bridge pair will be wider than the current pair, all new bridge piers will be located outside of the historic boundaries of these resources and in several cases new bridge piers are further removed from the historic railroad resource boundaries than the current bridges. While temporary easements will be needed to implement the bridge replacements, no permanent effects to railroad alignments, ballast, or track are anticipated. Three temporary easements are required from 5AM.464 totaling 0.15 0.16 acre; two temporary easements are required from 5AM.472 totaling 0.24 0.26 acre, and one temporary easement is required from 5AM.4119 totaling 0.05 acre.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
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Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-098	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 6.2.2.2	Page 34, Figure 18	Revise	Figure 18, South Platte River Trail Impacts at I-270, is revised to show minor increases in temporary easement areas near South Platte River Trail. The revised figure is provided in Appendix F, E-098.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

E-099	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 6.2.3.1	Page 35	Revise	Sand Creek Trail: An underground pipe outfall is proposed to be installed directly east of the Burlington Ditch under the trail. The pipe outfall would extend from I-270 to Sand Creek, within the permanent easement footprint shown in Figure 19. Approximately 100 feet of the Sand Creek Trail is within proposed temporary and permanent easements needed for construction and future maintenance of the outfall (Figure 19). The work would be completed in a manner that would allow trail continuity to be maintained within the established operating hours of 5 a.m. to 11 p.m. Additionally, flaggers would be utilized if construction activities, such as moving equipment across the trail, require a short closure (no more than 15 minutes) and management of trail traffic. Sand Creek Greenway: Directly west of the Burlington Ditch, an area of the Greenway approximately 1 acre in size would be used for construction staging, requiring acquisition of a temporary easement (Figure 20 Figure 19). Directly east of the Burlington Ditch, an underground pipe outfall from I-270 to Sand Creek would be installed, requiring a permanent easement of approximately 1 acre for future access and maintenance (Figure 19). Additionally, temporary easements from the Greenway would be required to accommodate installation, totaling approximately 0.30 acres. All disturbed areas of the Greenway would	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS
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				be restored following construction of the project.		
E-100	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 6.2.3.1	Page 36, Figure 19	Delete	Figure 19, Sand Creek Trail and Greenway Impacts East of Burlington Ditch, is removed.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-101	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 6.2.3.1	Page 37	Revise	Figure 20 is renumbered to Figure 19 and title is revised as follows: Figure 20 19 . Sand Creek Trail and Greenway Impacts West of Burlington Ditch.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-102	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 6.2.3.1	Page 37	Add	New Figure 20, Drainage Design at Sand Creek Greenway West of Brighton Boulevard , is added. The new figure is provided in Appendix F, E-102.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS

E-103	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 6.2.3.1	Page 37	Add	A new section is inserted before Sand Creek Trail and Greenway at Brighton Boulevard/East 60th Avenue. Sand Creek Trail and Greenway west of Brighton Boulevard Sand Creek Trail: An underground pipe outfall is proposed to be installed to the west of Brighton Boulevard under the trail. The pipe outfall would extend from I-270 to Sand Creek, within the permanent easement footprint shown in Figure 20. Approximately 100 feet of the Sand Creek Trail is within proposed temporary and permanent easements needed for construction and future maintenance of the outfall (Figure 20). There is a parcel just to the west that is a capped remediation site and cannot be excavated into. Additionally, the pipe installation will require very deep excavation that will need to remain open, with trail occupancy expected for approximately 1 month. For these reasons, a sharp temporary trail detour with 90 degree turns around the excavation site is the most feasible option to maintain continuity for trail users and would require bicyclists to dismount and walk the detour. To accommodate the detour, a small section at the end of an adjacent retaining wall may be removed. The temporary trail detour would largely match existing grade and would be a minimum of 9 feet wide and approximately 120 feet long. A barrier would be installed along the edge of the	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS
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Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
				excavation hole, adjacent to temporary trail detour path for safety. Finally, signage would be placed to the east and west of this trail closure point warning users of a required bicycle dismount point due to the sharp turns. Once segments of the outfall pipe under and directly adjacent to the existing trail are installed, the excavation would be backfilled, and the trail would be replaced and re-opened for continued use. Sand Creek Greenway: The underground pipe outfall would require a permanent easement of approximately 0.25 acre for future access and maintenance (Figure 20). Additionally, temporary easements from the Greenway would be required to accommodate installation of the outfall and staging area to the east, totaling approximately 1 acre. All disturbed areas of the Greenway would be restored following construction of the project.		

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-104	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 6.2.3.1	Page 38, first bullet	Revise	Sand Creek Greenway: A temporary easement totaling approximately 0.07 0.70 acres would be needed from the Greenway for staging to reconstruct the tie in of the spur trail to the Sand Creek Trail improvements (Figure 21). All disturbed areas of the Greenway would be restored following construction of the project.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-105	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 6.2.3.1	Page 38, Figure 21	Revise	Figure 21, Spur to Sand Creek Trail Impacts at Brighton Boulevard/East 60th Avenue, is revised to show changes to trail spur design and increases in temporary easement areas. The revised figure is provided in Appendix F, E-105.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-106	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 6.2.3.1	Pages 43-33, final bullet under Sand Creek Trail and Greenway at East 53rd Way	Revise	Sand Creek Greenway: The Greenway would be temporarily disturbed to construct the temporary detour trail for the Sand Creek Trail. Additionally, a temporary easement of approximately 1.50 acres would be acquired from the Greenway for temporary construction staging and water quality improvements. A portion of the temporary easement would extend into the Wetland Park property as described in Section 6.2.6. All disturbed areas of the Greenway would be restored following construction of the project.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-107	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 6.2.3.1	Page 44, Figure 26	Revise	Figure 26, Sand Creek Trail and Greenway Impacts at East 53rd Way, is revised to show an increased temporary easement area extending into Wetland Park. The revised figure is provided in Appendix F, E-107.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-108	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 6.2.5	Page 45, new Section 6.2.6	Add	A new section is Inserted after Section 6.2.5: Section 6.2.6. Wetland Park Section 6.2.6.1 Recreational Impacts Water quality improvements are proposed in the Sand Creek Greenway north of Wetland Park (Figure 26). Improvements would extend to the Sand Creek and into a portion of Wetland Park. A temporary easement of approximately 0.1 acre would be needed from the property. All disturbances would be restored to pre-construction conditions following construction in Wetland Park.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-109	Appendix E16 (Recreational and Section 6(f) Resources Technical Report), Section 7.0	Page 52, Table 3, row 3	Revise	Column 2 (Location of Activity), Column 3 (Impact), and Column 4 (Mitigation) are revised to include mitigation for impacts to wetland park: Location of Activity: Sand Creek Greenway at west of Burlington Ditch, Brighton Boulevard/East 60th Avenue, Vasquez Boulevard, Dahlia Trailhead, and East 53rd Way, and Wetland Park Impact: Temporary disturbance of the Sand Creek Greenway and Wetland Park Mitigation: All disturbed areas from construction activities within the Sand Creek Greenway and Wetland Park shall be restored following construction.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-110	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.1.2	Page 31	Revise	A temporary easement of 0.27 0.14 acre is required from a vacant, previously disturbed area of 5AM.4044, Suncor Energy; a vast industrial complex on the south side of I-270 that is being treated as National Register eligible for purposes of this Section 106 review.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-111	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.1.2	Page 32, paragraph 1	Revise	The temporary easement for Suncor Energy is approximately 0.252 0.14 acre. FHWA can make a Section 4(f) temporary occupancy finding when it has been determined the temporary occupancies of land are so minimal as to not constitute a use within the meaning of Section 4(f) (see 23 CFR 774.13(d)).	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-112	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.1.4	Page 33	Revise	This significant railroad resource will be affected by the replacement of a pair of I-270 bridges that span over it. A new four-span set of bridges will replace the existing four-span bridge pair that traverses the two supporting railroad segments and the historic railroad junction. While the new bridge pair will be wider than the current pair, all new bridge piers are located outside of the historic boundaries of these resources and in several cases new bridge piers are further removed from the historic railroad resource boundaries than the current bridges. While temporary easements will be needed to implement the bridge replacements, no permanent effects to railroad alignments, ballast, or track are anticipated. Three temporary easements are required from 5AM.464 totaling 0.15 0.16 acre.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-113	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.1.5	Page 33	Revise	Replacement of the I-270 bridge pair over a supporting segment, 5AM.465.9, of the Burlington Ditch/O'Brien Canal will require temporary easements within the historic boundary of the Canal. Five Four separate temporary easements are required, totaling approximately 4.47 1.27 acres. One permanent easement of 0.01 acre is required. The two new bridges will be wider than the current bridge pair but will be single-span, instead of three-span as they are currently. All permanent vertical improvements, such as bridge piers, will be located outside of the canal's historically defined boundary. No permanent change to the ditch's alignment, earthen materials, or ditch rider roads are anticipated.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-114	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.1.6	Page 35	Revise	This significant railroad resource will be affected by the replacement of a pair of I-270 bridges that span over it. A new four-span set of bridges will replace the existing four-span bridge pair that traverses the two supporting railroad segments and the historic railroad junction. While the new bridge pair will be wider than the current pair, all new bridge piers are located outside of the historic boundaries of these resources and in several cases new bridge piers are further removed from the historic railroad resource boundaries than the current bridges. While temporary easements will be needed to implement the bridge replacements, no permanent effects to railroad alignments, ballast, or track are anticipated. Two temporary easements are required from 5AM.472 totaling 0.24 0.26 acre.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-115	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.1.12	Page 38, Table 3	Revise	Table 3, Section 4(f) Evaluations of Historic Built Environment Sites (National Register Eligible Historic Properties), is revised to reflect changes to temporary and permanent impacts for Chicago Burlington & Quincy/Burlington Northern Sante Fe (CB&Q/BNSF), Burlington Ditch, Denver Pacific/Union Pacific Railroad, and Suncor Energy. The revised Table is provided in Appendix F, E-115.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-116	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.3.3	Page 42, Figure 10	Revise	Figure 10, South Platte River Trail at I- 270 Impacts, is revised to show increases in temporary easement areas. The revised Figure is provided in Appendix F, E-116.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

E-117	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.3.6	Page 43, first paragraph	Revise	Sand Creek Trail and Greenway at Burlington Ditch Sand Creek Trail: An underground pipe outfall is proposed to be installed directly east of the Burlington Ditch under the trail. The pipe outfall would extend from I-270 to Sand Creek, within the permanent easement footprint shown in Figure 11. Approximately 100 feet of the Sand Creek Trail is within proposed temporary and permanent easements needed for construction and future maintenance of the outfall (Figure 11). The work would be completed in a manner that would allow trail continuity to be maintained within the established operating hours of 5 a.m. to 11 p.m. Additionally, flaggers would be utilized if construction activities, such as moving equipment across the trail, require a short closure (no more than 15 minutes) and management of trail traffic. Sand Creek Greenway: Directly west of the Burlington Ditch, an area of the Greenway approximately 1 acre in size would be used for construction staging, requiring acquisition of a temporary easement (Figure 12 11). Directly east of the Burlington Ditch, an underground pipe outfall from I-270 to Sand Creek would be installed, requiring a permanent easement of approximately 1 acre for future access and maintenance (Figure 14). Additionally, temporary easements from the Greenway would be required to accommodate installation, totaling approximately 0.30 acres. All disturbed	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS
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Reference ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
				areas of the Greenway would be restored following construction of the project.		
E-118	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.3.6	Page 44, Figure 11	Delete	Figure 11, Sand Creek Trail and Greenway Impact, East of Burlington Ditch, is removed. The revised Figure is provided in Appendix F, E-118.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-119	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.3.6	Page 45, Figure 12	Revise	Figure 12 is renumbered to Figure 11 and title is revised as follows: Figure 12 11 . Sand Creek Trail and Greenway Impacts, West of Burlington Ditch.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS

E-120	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.3.7	Page 45, new section following Figure	Revise	Section 6.2.3.7. Sand Creek Trail and Greenway west of Brighton Boulevard Sand Creek Trail: An underground pipe outfall is proposed to be installed to the west of Brighton Boulevard under the trail. The pipe outfall would extend from I-270 to Sand Creek, within the permanent easement footprint shown in Figure 12. Approximately 100 feet of the Sand Creek Trail is within proposed temporary and permanent easements needed for construction and future maintenance of the outfall (Figure 12). There is a parcel just to the west that is a capped remediation site and cannot be excavated into. Additionally, the pipe installation will require very deep excavation that will need to remain open, with trail occupancy expected for approximately 1 month. For these reasons, a sharp temporary trail detour with 90-degree turns around the excavation site is the most feasible option to maintain continuity for trail users and would require bicyclists to dismount and walk the detour. To accommodate the detour, a small section at the end of an adjacent retaining wall may be removed. The temporary trail detour would largely match existing grade and would be a minimum of 9 feet wide and approximately 120 feet in length. A barrier would be installed along the edge of the excavation hole, adjacent to temporary trail detour path for safety. Finally, signage would be placed to the east and west of this trail closure	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS
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Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
				point warning users of a required bicycle dismount point due to the sharp turns. Once segments of the outfall pipe under and directly adjacent to the existing trail are installed, the excavation would be backfilled and the trail would be replaced and re-opened for continued use. Sand Creek Greenway: The underground pipe outfall would require a permanent easement of approximately 0.25 acre for future access and maintenance (Figure 12). Additionally, temporary easements from the Greenway would be required to accommodate installation of the outfall and staging area to the east, totaling approximately 1 acre. All disturbed areas of the Greenway would be restored following construction of the project.		
E-121	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.3.7	Page 45, Figure 12	Add	Figure 12, Sand Creek Trail and Greenway Impacts, West of Brighton Boulevard, is added, showing updated drainage design at Sand Creek Trail and Greenway west of Brighton Boulevard. The new figure is provided in Appendix F, E-121.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate updated drainage design and stormwater infrastructure	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-122	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.3.7 (now Section 6.2.3.8)	Page 46, paragraph 2	Revise	Sand Creek Greenway: A temporary easement totaling approximately 0.07 0.70 acres would be needed from the Greenway for staging to reconstruct the tie in of the spur trail to the Sand Creek Trail improvements (Figure 13). All disturbed areas of the Greenway would be restored following construction of the project.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-123	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.3.7 (now Section 6.2.3.8)	Page 46, Figure 13	Revise	Figure 13, Spur to Sand Creek Trail Impacts at Brighton Boulevard/East 60th Avenue, is revised to show changes to trail spur design and increases in temporary easement. The revised figure is provided in Appendix F, E-123.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-124	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.3.11	Page 51, paragraph 2	Revise	Sand Creek Greenway: The Greenway would be temporarily disturbed to construct the temporary detour trail for the Sand Creek Trail. Additionally, a temporary easement of approximately 1.50 acres would be acquired from the Greenway for temporary construction staging and water quality improvements. A portion of the temporary easement would extend into the Wetland Park property. See Section 6.2.3.14. All disturbed areas of the Greenway would be restored following construction of the project.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-125	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.3.11	Page 52, Figure 17	Revise	Figure 17, Sand Creek Trail and Greenway Impacts at East 53rd Way, is revised to show an increased temporary easement area extending into Wetland Park. The revised figure is provided in Appendix F, E-125.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS
E-126	Appendix E17 (Section 4(f) Resources Technical Report), Section 6.2.3.13	Page 54, new section following Figure	Add	Wetland Park Water quality improvements are proposed in the Sand Creek Greenway north of Wetland Park (Figure 17). Improvements would extend to the Sand Creek and into a portion of Wetland Park. A temporary easement of approximately 0.1 acre would be needed from the property. All disturbances would be restored to pre-construction conditions following construction in Wetland Park. Section 4(f) Use of Wetland Park As discussed previously, only recreational amenities within Wetland Park are subject to Section 4(f). No recreational amenities would be impacted to construct the improvements, so there is no Section 4(f) use.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS

Refer ence ID	Draft EIS Chapter and Section	Draft EIS Page, Location	Type of Change	Errata	Reason	Effect on Conclusions
E-127	Appendix E17 (Section 4(f) Resources Technical Report), Section 7.0	Page 60, Table 4, row 3	Revise	Column 2 (Location of Activity), Column 3 (Impact), and Column 4 (Mitigation) are revised to include mitigation for impacts to wetland park: Location of Activity: Sand Creek Greenway at west of Burlington Ditch, Brighton Boulevard/East 60th Avenue, Vasquez Boulevard, Dahlia Trailhead, and East 53rd Way, and Wetland Park Impact: Temporary disturbance of the Sand Creek Greenway and Wetland Park Mitigation: All disturbed areas from construction activities within the Sand Creek Greenway and Wetland Park shall be restored following construction.	Advancement of the design provided more detailed definition of the project elements and footprint, resulting in updated and more accurate impact analyses	Minor change to impacts; no change to conclusions presented in the Draft EIS