

Appendix C10.

Floodplain





C10. Floodplain Technical Memorandum

June 2023

Project Number: NHPP 006A-06

Subaccount Number: 22922

Introduction

The following project information can be found in **Attachment A** Project Information:

- Introduction and Background
- Project Study Area
- Purpose and Need
- Proposed Action Description

Legislation

The National Flood Insurance Program (NFIP) is the program of flood insurance coverage and floodplain management administered under the National Flood Insurance Act of 1968 and applicable federal regulations promulgated in Title 44 of the Code of Federal Regulations, Subchapter B. The Federal Emergency Management Agency (FEMA) oversees the NFIP.

Methodology

The data used for this preliminary evaluation included conceptual design plans FEMA Flood Insurance Rate Map (FIRM) Panel No. 08001C0616H for the City of Commerce City, Adams County, Colorado, dated March 5, 2007. The designated FEMA 100-year floodplains from the FIRM panel were mapped alongside the study area and evaluated alongside project improvement plans to determine potential impacts of the Project on the 100-year floodplains. The results of this review are detailed in subsequent sections.

No modeling has been completed at this time, only a desktop review of effective floodplains and their associated information was gathered and reviewed.

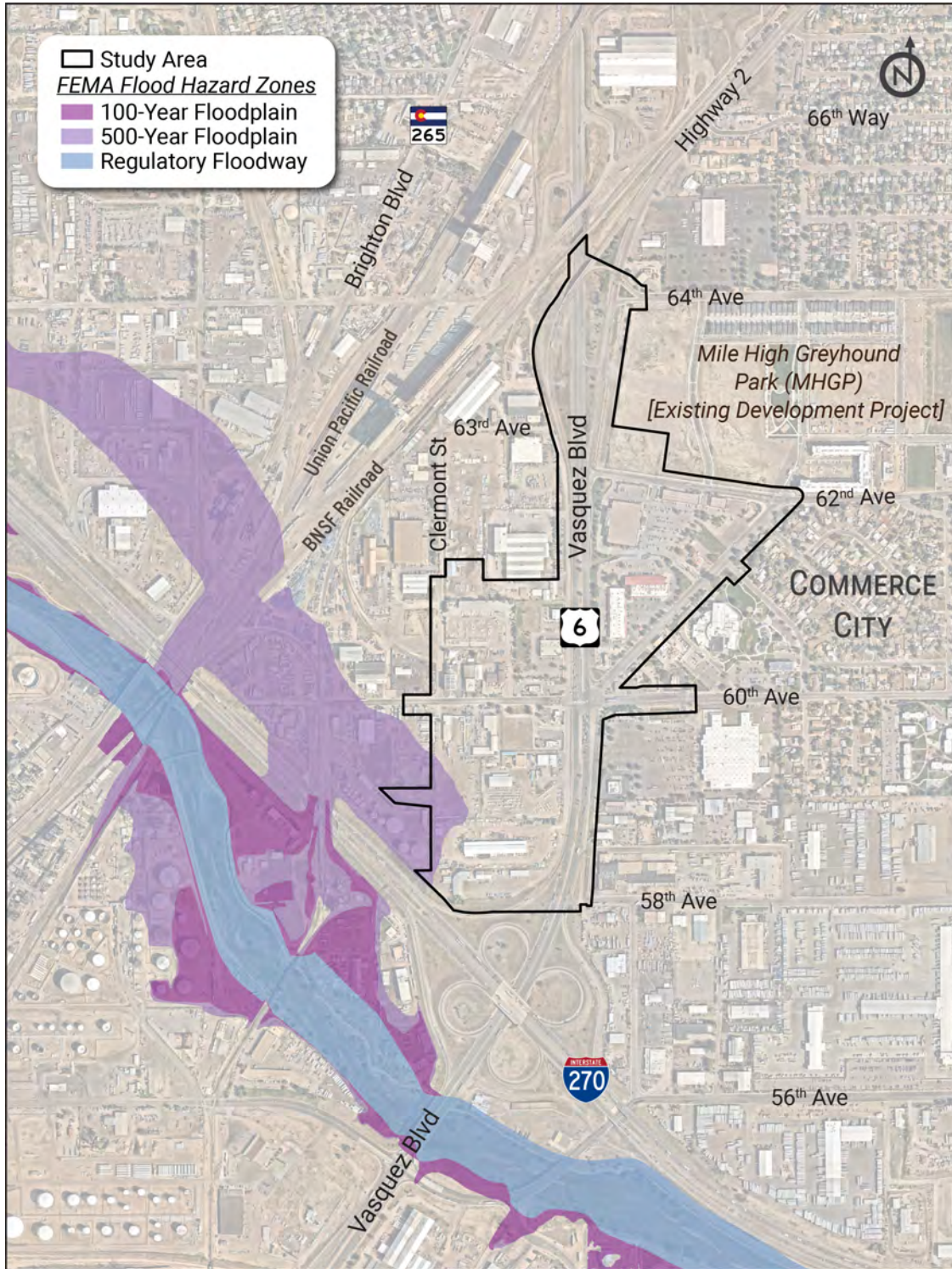
Existing Conditions

South of and outside the study area, Sand Creek flows northwest along the south side of I-270 toward its confluence with the South Platte River. The nearby section of Sand Creek has a designated Zone AE Special Flood Hazard Area (SFHA) with a regulatory floodway. The FIRM panel shows the 100-year Sand Creek floodplain lies south of I-270 and doesn't extend under the existing I-270 bridges into the project area. The 0.2% annual chance flood (500-year



flood) does extend under the I-270 bridges and into the southwest corner of the study area (Figure 1).

Figure 1: FEMA Floodplains in Study Area





Impacts

No Action Alternative

No impacts to floodplains result from this alternative.

Proposed Action Alternative

No impacts to the 100-year floodplain result from this alternative. Portions of this project are within the 500-year floodplain. The 500-year floodplain is an area of moderate flood hazard and therefore does not require a floodplain permit.

Mitigation

No mitigation required.

Attachment A.

Project Information





Attachment A:

Project Information

June 2023

Project Number: NHPP 006A-06

Subaccount number: 22922

Introduction and Background

The Vasquez Boulevard (United States Route 6 [US 6]) I-270 to 64th Avenue project (Project) is located within the limits of the City of Commerce City (Commerce City) in Adams County. The Colorado Department of Transportation (CDOT), in cooperation with the Federal Highway Administration (FHWA) and local agencies including Adams County, the City of Commerce City, City and County of Denver, Denver Regional Council of Governments (DRCOG) and the Regional Transportation District (RTD), conducted a Planning and Environmental Linkages (PEL) study in 2018. The Vasquez Boulevard PEL study provided a framework for the implementation of transportation improvements along the corridor between 52nd Avenue and 64th Avenue and along I-270 for a ½-mile north and south of the I-270/Vasquez Boulevard interchange. The Project falls within the limits of the PEL study and is now following the NEPA process to prepare an Environmental Assessment to identify a preferred alternative based on the needs identified in the PEL.

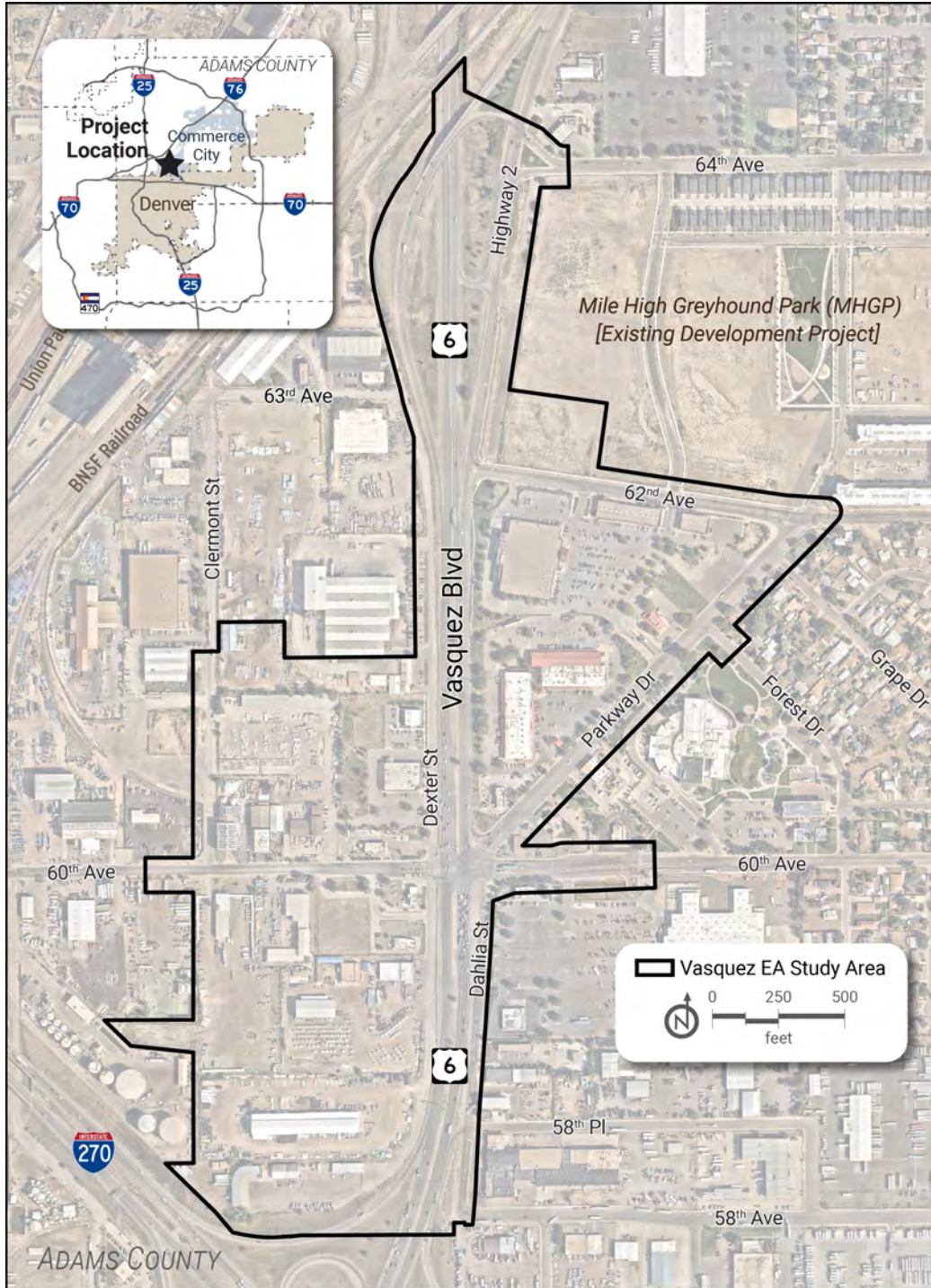
The PEL study identified long-term transportation improvements and evaluated potential projects that could be implemented with available funding as near-term improvements. Potential near-term improvements were identified to improve operations, safety, and connectivity along Vasquez Boulevard, focusing on the Vasquez Boulevard/60th Avenue and Vasquez Boulevard/62nd Avenue intersections. Transportation Improvement Program (TIP) funding, state funding and other sources were obtained for this current Project to construct these near-term improvements along Vasquez Boulevard.

Study Area

The study area extends along Vasquez Boulevard from 58th Avenue (just north of the I-270 interchange) north to the BNSF Railroad bridge. West of Vasquez Boulevard, the study area extends to Clermont Street, between the on-ramp to I-270 and just north of 60th Avenue. East of Vasquez Boulevard, the study area includes Parkway Drive, 60th Avenue and 62nd Avenue. The study area also includes proposed drainage work to an existing water quality pond within the Mile High Greyhound Park (MHGP) property at the corner of 62nd Avenue and Highway 2. Some environmental resources evaluated for the NEPA process may have a slightly different study area depending on specific resource requirements.



Figure 1: Project Study Area





Purpose and Need

The purpose of the Vasquez Boulevard I-270 to 64th Avenue Project is to address the following needs:

- improve operations for vehicles and freight;
- improve safety;
- improve multimodal connections.

Proposed Action

The Proposed Action includes improvements at the Vasquez Boulevard/60th and Vasquez Boulevard/62nd intersections, as well as the local street network and multimodal facilities, as shown in [Figure 2](#).

Vasquez Boulevard/60th Avenue

The Proposed Action includes the elements listed below for the Vasquez Boulevard/60th Avenue intersection:

- Only right turn movements to northbound Vasquez Boulevard from Parkway Drive. No access to other roads.
 - All inbound movements to Parkway Drive remain open as they exist now.
- All inbound movements from Vasquez Boulevard/60th to frontage roads remain as they exist now, but outbound movements are restricted.
 - Right turn only from southeast frontage road and all in movements allowed (all movements remain as they exist)
 - Right turn only from northwest frontage road and all in movements allowed (in movements remain as they exist)
 - No movement out from southwest frontage road and all in movements allowed (in movements remain as they exist)
- Two new local road connections to Clermont Street west of Vasquez Boulevard provide full access between frontage roads and 60th Avenue.
- Driveways on 60th Avenue, Parkway Drive and frontage roads remain as currently structures or have minor changes
- Restriping of existing crosswalks and new pedestrian refuges improve safety and accessibility of pedestrian infrastructure
- Corner curb bulb-outs would be added at the Parkway/Forest intersection as a deterrent to drivers who may think Forest Drive is an alternate route to 60th Avenue. The bulb-outs and crosswalk will provide visual indication of Forest Drive as a neighborhood street.



Vasquez Boulevard/62nd Avenue

The Proposed Action includes the elements listed below for the Vasquez Boulevard/62nd intersection:

- New traffic signal required at 62nd Avenue with the Vasquez Boulevard/60th Avenue intersection improvements to provide movements restricted from Parkway Drive to Vasquez Boulevard.
- Traffic signal provides full access to/from 62nd Avenue and Vasquez Boulevard/Highway 2.
- Southbound Highway 2 off ramp remains in existing configuration.
- Southbound traffic on Vasquez Boulevard and the Highway 2 off ramp have continuous green time without stopping at the signal for 62nd Avenue traffic.

Vasquez Boulevard Improvements

In addition to the improvements at the Vasquez Boulevard/60th Avenue and 62nd Avenue intersections, a portion of Vasquez Boulevard will be reconstructed. The southbound lanes of Vasquez Boulevard will remain as they currently exist (12-foot travel lanes; roadway width varies from 24-feet to 60-feet). Northbound Vasquez Boulevard will be widened a maximum of two feet between 60th Avenue and 62nd Avenue and a maximum of 20 feet north of 62nd Avenue, and the existing median will be modified to add left turn lanes into and out of the new 62nd Avenue intersection. A 10-foot detached multi-use path will be constructed along the eastern side of Vasquez Boulevard, between 60th Avenue and 62nd Avenue.

Local Road Connections

New local roadway connections west of Vasquez Boulevard are part of the Project to enhance the local circulation and pedestrian and bicyclist connectivity of the local street network. The new roadways are two-lane, two-way local roads with the potential for direct property driveway access as approved by Commerce City.



Figure 2: Proposed Action

