

# Table of Contents

<b>Chapter 1 PURPOSE AND NEED</b> .....	<b>1</b>
1.1 Introduction .....	1
1.2 Purpose of the Proposed Action .....	2
1.3 Background and Context .....	3
1.4 The Need for Improvements: Regional Transportation Trends and Their Implications for Woodmen Road .....	9
1.5 Other Issues Associated with the Woodmen Road Corridor and Additional Benefits .....	13
1.6 Previous Studies of Woodmen Road Needs .....	15
<b>Chapter 2 ALTERNATIVES CONSIDERED</b> .....	<b>17</b>
2.1 Introduction .....	17
2.2 Alternatives Development Process .....	17
2.3 Alternatives Eliminated .....	18
2.4 Proposed Action, Costs, and Rationale.....	22
2.5 No Action Alternative .....	27
2.6 Summary of No Action and Proposed Action Alternatives.....	29
<b>Chapter 3 AFFECTED ENVIRONMENT, IMPACTS, AND MITIGATION</b> .....	<b>33</b>
3.0 Introduction .....	33
3.1 Traffic Noise.....	37
3.2 Relocations and Acquisitions .....	55
3.3 Environmental Justice.....	75
3.4 Construction Impacts .....	85
3.5 Water Resources and Issues.....	97
3.6 Riparian Ecosystem Wildlife.....	147
3.7 Prairie Ecosystem Wildlife .....	155
3.8 Noxious and Invasive Plant Species .....	163
3.9 Recreational Trails and Natural Areas.....	167
3.10 Air Quality.....	177
3.11 Other Resources.....	191
<b>Chapter 4 SUMMARY OF DIRECT, INDIRECT, AND CUMULATIVE IMPACTS AND     MITIGATION</b> .....	<b>205</b>
4.1 Introduction .....	205
4.2 Regional Cumulative Impacts Analysis.....	217
4.3 Summary of Cumulative Impacts .....	219
<b>Chapter 5 PUBLIC INVOLVEMENT AND PROJECT COORDINATION</b> .....	<b>223</b>
5.1 Introduction .....	223
5.2 Public Meetings .....	223
5.3 Homeowner Association, Individual, and Small Group Meetings .....	225
5.4 Business and Business Property Owner Meetings.....	226
5.5 Newsletters, Web site, and Hotline.....	226
5.6 Meeting Advertisements.....	226
5.7 Agency Involvement.....	227
5.8 Conclusion.....	228



<b>Chapter 6 WETLAND FINDING .....</b>	<b>229</b>
6.1 Introduction .....	6-1
6.2 Project Background .....	6-1
6.3 Project Location.....	6-2
6.4 Project Description .....	6-2
6.5 Project Alternatives Screening .....	6-3
6.6 Wetlands .....	6-4
6.7 Wetland Impacts .....	6-7
6.8 Cumulative Impacts .....	6-9
6.9 Mitigation for Wetlands and Other Waters of the U.S. ....	6-10
6.10 Conclusions .....	6-19
 <b>Chapter 7 NATIVE AMERICAN CONSULTATION.....</b>	 <b>231</b>
 <b>Chapter 8 REFERENCES .....</b>	 <b>233</b>
 <b>Chapter 9 AGENCY CORRESPONDENCE.....</b>	 <b>239</b>
 <b>Chapter 10 ADDITIONAL AIR QUALITY INFORMATION.....</b>	 <b>301</b>

### List Of Tables

Table 1-1	Planned Development in the Woodmen Road Area.....	8
Table 3.1-1	Impacts to Properties and Proposed Mitigation .....	37
Table 3.1-2	CDOT Noise Abatement Criteria – A-Weighted Sound Level-Decibels (dB(A))...	38
Table 3.1-3	Noise Impact Comparison.....	44
Table 3.1-4	Feasibility and Reasonableness Factors .....	49
Table 3.2-1	Impacts to Residences and Businesses and Proposed Mitigation .....	55
Table 3.2-2	Proposed Action – Residential Relocations .....	60
Table 3.3-1	Impacts to Low-Income and Minority Populations.....	76
Table 3.4-1	Construction Impacts and Mitigation.....	86
Table 3.5-1	Impacts to Water Resources and Proposed Mitigation .....	97
Table 3.5-2	Floodplain Impacts.....	111
Table 3.5-3	Stream Classifications and Designations .....	114
Table 3.5-4	Summary of Annual Mass Loading of Copper and Zinc for Sand, Cottonwood, and Black Squirrel Creek Tributaries .....	129
Table 3.5-5	Driscoll Model Annual Mass Loading for Copper and Zinc from Runoff to Cottonwood Creek.....	130
Table 3.5-6	Driscoll Model Annual Mass Loading from Runoff for Sand Creek and Black Squirrel Creek Tributaries .....	130
Table 3.5-7	BMP Removal Ranges (%) for Total Zinc in Stormwater Runoff and Most Probable Range for Best Management Practices .....	131
Table 3.5-8	Estimated Total Zinc and Copper Removals in Stormwater Runoff Through the Implementation of BMPs for Cottonwood Creek.....	132
Table 3.5-9	Estimated Total Zinc and Copper Removals in Stormwater Runoff Through the Implementation of BMPs for Sand Creek and Black Squirrel Creek Tributaries..	133
Table 3.5-10	Identification of Wetlands and Soil and Vegetation Characteristics.....	139



Table 3.5-11	Wetland Types and their Associated Functional Values.....	140
Table 3.5-12	Wetland Impacts for the Proposed Action Alternative .....	142
Table 3.6-1	Potential Impacts to Riparian Habitat Dependent Wildlife and Proposed Mitigation .....	148
Table 3.7-1	Impacts to Grassland Habitat Dependent Wildlife and Proposed Mitigation .....	155
Table 3.8-1	Impacts to Noxious and Invasive Plant Species .....	163
Table 3.8-2	Noxious Weed Species of Concern.....	164
Table 3.9-1	Impacts to Existing Recreational Trails and Parks and Mitigation .....	168
Table 3.10-1	Impacts to Air Quality and Proposed Mitigation .....	178
Table 3.10-2	Projected Mobile-Source Carbon Monoxide Emissions with Implementation of the Regional Long-Range Transportation Plan .....	180
Table 3.10-3	Proposed Action Localized Carbon Monoxide Concentrations Analysis Results, 2030 .....	183
Table 3.11-1	Threatened and Endangered and State Listed Species .....	194
Table 3.11-2	UST and LUST Facilities Identified Within the Project Corridor. ....	198
Table 4-1	Summary of Direct and Indirect Impacts and Mitigation Measures .....	206
Table 4-2	Summary of Standard Operating Procedures and Best Management Practices.....	212

### List Of Figures

Figure 1-1	Vicinity Map.....	2
Figure 1-2	Woodmen Road Corridor.....	4 and 5
Figure 1-3	Existing Land Use Types .....	6 and 7
Figure 1-4	Existing Major Generators.....	7
Figure 1-5	2000 Traffic on Woodmen Road .....	10
Figure 1-6	2030 Traffic Under No Action.....	11
Figure 2-1	Examples Demonstrating the Use of the Designated Right-of-Way .....	24
Figure 2-2	2030 Traffic Under No Action Alternative.....	30
Figure 2-3	2030 Traffic Under Proposed Action Alternative.....	30
Figure 2-4	Proposed Action Alternative Summary Diagram .....	31
Figure 2-5	Proposed Action.....	32
Figure 3.0-1	Growth Map.....	35
Figure 3.1-1	Location of Properties that Exceed the Noise Abatement Criteria .....	50 and 51
Figure 3.1-2	Noise Mitigation Process .....	53
Figure 3.1-3	Locations of Recommended Noise Mitigation .....	54
Figure 3.2-1	Existing Right-of-Way.....	57
Figure 3.2-2	Proposed Action Alternative Relocation and Rights-of-Way.....	60
Figure 3.2-3	Modified Access – Academy Boulevard and Woodmen Road.....	67
Figure 3.2-4	Modified Access – Bell Drive to Union Boulevard.....	67
Figure 3.2-5	Modified Access – Union Boulevard to Woodmen Road.....	67
Figure 3.2-6	Modified Access – Black Forest Road to Marksheffel Road.....	67
Figure 3.3-1	Woodmen Road and Academy Boulevard Bus Stops.....	80
Figure 3.5-1	Pikes Peak Region Watersheds.....	99
Figure 3.5-2	Fountain Creek Watershed.....	100
Figure 3.5-3	Chico Creek Watershed .....	101
Figure 3.5-4	Cottonwood Creek .....	107
Figure 3.5-5	Sand Creek.....	108
Figure 3.5-6	Black Squirrel Creek Tributaries .....	109
Figure 3.9-1	Recreational Areas.....	170 and 171
Figure 5.1	Changing Comments Heard from the Public at Project Public Meetings .....	225



## Supporting Documents

The Supporting Documents contain data and information to support the assumptions and findings in this Environmental Assessment (EA).

- Appendix Table of Contents
- Appendix A – Alternatives Analysis
- Appendix B-1 – 2025 Traffic Forecast Methodology
- Appendix B-2 – Woodmen Road Traffic Analysis
- Appendix B-3 – Woodmen Road Safety Review
- Appendix B-4 – Transit Alternative Analysis
- Appendix C-1 – Noise I-25 to Powers Boulevard
- Appendix C-2 – Noise – Powers Boulevard to US 24
- Appendix D – Air Quality
- Appendix E – Public Involvement
- Appendix F – Socioeconomics & Environmental Justice
- Appendix G – Water Resources
- Appendix H – Ecological Resources
- Appendix I – Regional Cumulative Effects Analysis

## Acronyms and Abbreviations

Commonly used acronyms are listed below. Additional acronyms are included in resource sections in Chapter 3 Affected Environment, Impacts, and Mitigation.

<b>AASHTO</b>	American Association of State Highway and Transportation Officials
<b>ADT</b>	Average daily traffic
<b>BMP</b>	Best Management Practice
<b>CDOT</b>	Colorado Department of Transportation
<b>CDOW</b>	Colorado Division of Wildlife
<b>CDPHE</b>	Colorado Department of Public Health and Environment
<b>CFR</b>	Code of Federal Regulations
<b>EA</b>	Environmental Assessment
<b>FEMA</b>	Federal Emergency Management Agency
<b>FHWA</b>	Federal Highway Administration
<b>GIS</b>	Geographic Information Systems
<b>HOA</b>	Homeowner association
<b>LOS</b>	Level of Service
<b>NAC</b>	Noise Abatement Criteria
<b>NEPA</b>	National Environmental Policy Act of 1969
<b>NPDES</b>	National Pollutant Discharge Elimination System
<b>PPACG</b>	Pikes Peak Area Council of Governments
<b>RCEA</b>	Regional Cumulative Effects Analysis
<b>ROW</b>	Right-of-way
<b>SH</b>	State Highway
<b>SHPO</b>	State Historic Preservation Officer
<b>SPUI</b>	Single point urban interchange
<b>USACOE</b>	U.S. Army Corps of Engineers
<b>USEPA</b>	U.S. Environmental Protection Agency
<b>USFWS</b>	U.S. Fish and Wildlife Service

