



Environmental Screening Report

I-25 and County Road 38 Interchange

CDOT Region 4

Town of Mead, Colorado
CDOT Project #
Wilson & Company # 22-100-019-03
8/25/2025

DRAFT

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Prepared for

CDOT Region 4

Town of Mead, Colorado

CDOT Project #

Wilson & Company # 22-100-019-01

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Prepared by



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50	ACHP	Advisory Council on Historic Preservation
51	ACM	Asbestos-containing materials
52	APE	Area of potential effect
53	BMP	Best Management Practices
54	CDA	Colorado Department of Agriculture
55	CDOT	Colorado Department of Transportation
56	CPW	Colorado Parks and Wildlife
57	CSA	Community study area
58	CWA	Clean Water Act
59	EJ	Environmental Justice
60	FHWA	Federal Highway Administration
61	ISA	Initial Site Assessment
62	LWCF	Land and Water Conservation Fund
63	MBTA	Migratory Bird Treaty Act
64	NAAQS	National Ambient Air Quality Standards
65	NEPA	National Environmental Policy Act
66	NHPA	National Historic Preservation Act
67	NRHP	National Register of Historic Places
68	OAHP	Office of Archaeology and Historic Preservation
69	RBCA	Risk-based corrective action
70	ROW	Right-of-way
71	SHPO	State Historic Preservation Office
72	SLS	System Level Study
73	SRTS	Safe Routes to School
74	USDOT	United States Department of Transportation
75	USFWS	U.S. Fish and Wildlife Service
76	UST	Underground storage tanks
77	VIA	Visual Impact Assessment
78	WCR	Weld County Road

1 Introduction

The Town of Mead (Town), in coordination with the Colorado Department of Transportation (CDOT) and Weld County, is evaluating alternatives for improving roadway network connectivity, access, and multimodal infrastructure at I-25 and Weld County Road (WCR) 38. This project aims to enhance safe, reliable, and connected travel options for those who work in, live in, and commute through the area surrounding I-25 and WCR38. Currently, CDOT is planning a “like-for-like” replacement of the existing WCR38 bridge over I-25 as part of the I-25 Segment 5 project. However, the Town has identified the need for a new interchange at this location and has initiated the “1601 Process” to gain approval for the proposed project.

The purpose of this study is to evaluate and select implementable solutions to current and projected traffic, access, and multimodal connectivity issues to and from I-25 within the Mead to Berthoud I-25 travelshed area, which is defined by CO56 to the north, WCR34 to the south, and extending approximately two miles east and west of I-25. Improvements are needed to enhance regional mobility with existing and proposed land uses, property access, and future connections with I-25 mobility hubs, improve safety and operations for all travel modes, avoid gridlock-level congestion, and improve multimodal mobility and connectivity to integrate travel options for WCR38 and I-25 corridor users.

As required by Step 3 of the CDOT Procedural Directive 1601.1 (June 13, 2022), Wilson & Company, Inc. Engineers & Architects (Wilson & Company), in partnership with Pinyon Environmental (Pinyon) is conducting a System Level Study (SLS) to evaluate the short-term and long-term environmental, community, safety, and operational impacts of the proposed interchange. This study will inform whether the new interchange aligns with the public interest.

To support this effort, a desktop review was conducted to identify potential environmental resources with the potential to be affected by the proposed interchange and environmental constraints that should be considered during the planning process. The results of this review will aid in the alternatives screening process and the selection of a recommended alternative to advance to preliminary design and NEPA compliance. This report summarizes the findings and recommends next steps for future NEPA review.

1.1 Purpose and Need Overview

The purpose of this study is to evaluate and select implementable solutions to current and projected traffic, access, and multimodal connectivity issues to and from I-25 within the Mead to Berthoud I-25 travelshed area, which is defined by CO56 to the north, WCR34 to the south, and extending approximately two miles east and west of I-25. Improvements are needed to enhance regional mobility with existing and proposed land uses, property access, and future connections with I-25 mobility hubs, improve safety and operations for all travel modes, avoid gridlock-level congestion, and improve multimodal mobility and connectivity to integrate travel options for WCR38 and I-25 corridor users.

Improve Traffic Operations and Congestion

According to the State Demography Office, the population of Larimer County is expected to increase by 30% by 2050, while Weld County’s population is projected to grow by 64%. CDOT forecasts that this will result in a 54% increase in vehicle trips along the I-25 corridor. New development in the Mead to Berthoud I-25 travelshed is estimated to generate 100,000 new daily trips by 2050, with 60% of these trips using the existing CO56 and WCR34 interchanges. By 2050, ramp volumes are projected to increase from 9,175 to 41,055 at CO56 (a 4.5-fold increase) and from 7,185 to 28,050 at WCR34 (a nearly 4-fold increase). These increases would exceed existing network capacity, causing severe congestion and travel delays that would also impair

operations at the CO56 mobility hub. Without improvements, congestion will negatively affect local and regional mobility, emergency response, and multimodal access.

Improve Local and Regional Access

WCR38 serves as a primary east-west arterial in the Mead to Berthoud I-25 travelshed, yet it currently lacks a direct connection to I-25. The nearest interchanges at WCR34 and CO56 are five miles apart, making I-25 a barrier to efficient travel. This limited access increases out-of-direction travel for local and regional users and affects emergency response times for first responders serving the area's growing population. Additionally, heavy truck and freight access to critical destinations such as truck stops, major retailers, and distribution centers is constrained, impacting regional commerce. The lack of redundancy also increases vulnerability to incidents. For example, in 2022 the WCR34 bridge over I-25 was struck and closed for nearly three months. Emergency vehicles were forced to detour six miles south to CO66 or nine miles north to CO56, significantly slowing response times. This event demonstrated the importance of network resiliency and highlighted the risks of relying on only two widely spaced interchanges.

Enhance Multimodal Travel and Connectivity

The study area is an important location for bicycle and pedestrian travel, connecting existing and future land uses, regional trails, open spaces, and planned mobility hubs at the northern and southern ends of the corridor. However, the current transportation network lacks sufficient multimodal facilities, particularly along WCR38. Missing bicycle and pedestrian connections hinder accessibility to key destinations and create unsafe conditions for non-motorized users, particularly where crossings of I-25 are required. This deficiency directly conflicts with CDOT's policy to reduce reliance on single-occupancy vehicles and to promote first- and last-mile connections to mobility hubs. Without safe, continuous multimodal facilities, residents and commuters face barriers to using planned investments in trails and transit, limiting the effectiveness of the regional multimodal network. Future improvements must integrate multimodal travel options to enhance safety, accessibility, and connectivity.

Improve Safety

Projected growth, increasing traffic demand, and land use changes will create safety challenges for all travel modes in the Mead to Berthoud I-25 travelshed. Increased traffic at limited access points can lead to conflicts between vehicles, particularly as they maneuver into the appropriate lanes to enter or exit the interstate. Crash data from 2019–2023 show that the WCR38 segment in the study area experienced nearly one non-intersection crash per year, all of which were property damage only. This segment operates at a Level of Service of Safety (LOSS) IV for total crashes, indicating high potential for crash reduction, though the LOSS II for severe crashes indicates a low to moderate potential for reducing serious crashes. Even with low traffic volumes, the observed crash frequency is higher than expected, underscoring the need for improvements. Predictive crash analysis to be completed in the alternatives evaluation is expected to show increases in future crashes, and the entire travelshed will be analyzed to identify effective countermeasures.

Additionally, the lack of a redundant north-south travel route within the corridor limits emergency response capabilities and incident management. Long distances between emergency services and areas within the travelshed exacerbate response delays. Pedestrians and bicyclists face safety risks due to high-volume intersections, free-flowing turn movements, and a lack of dedicated crossing infrastructure. Future improvements must prioritize safety for all users, ensuring efficient emergency response times and reducing conflicts at key intersections.

The following sections evaluate how these identified needs intersect with environmental resources, regulatory requirements, and community considerations to support the screening and refinement of interchange alternatives.

2 Regulations and Methodology

The environmental resources evaluated in this screening report were selected based on the anticipated effects of the proposed project, regulatory requirements under NEPA, and standard practices for CDOT projects. These resources include air quality, greenhouse gases, noise, hazardous materials, visual resources, biological resources, water quality, community impacts, cultural resources, parks and recreational resources (including Section 4(f) and Section 6(f) properties), and prime farmland.

Study Area

The environmental study area (ESA) was defined to encompass areas of potential direct and indirect impacts from the proposed project. In general, the ESA includes the project footprint, adjacent right-of-way, and a 0.5-mile buffer used for resource-specific evaluations, such as noise and cultural resources. This area was adjusted as needed based on the resources being analyzed and the availability of data (e.g., parcel data, mapped habitats, hydrologic units).

Methodology

The evaluation relied on a desktop review of available data sources, including GIS mapping, publicly available datasets, and environmental databases. A site visit was also conducted to document biological conditions. When applicable, resource-specific guidance and tools were used (e.g., USFWS IPaC for T&E species, CDOT's AQ-PLAG for air quality). Each resource section follows a consistent format including Study Area, Methodology, Findings, and Next Steps to facilitate cross-resource comparison.

Excluded Resources

The following resources were excluded from this evaluation due to the absence of known features in the project area or a low likelihood of impact:

- **Geology and Soils** – No unstable slopes or geologic hazards are present, and construction will remain within previously disturbed ROW. CDOT OTIS mapping and the I-25 North FEIS indicate no geotechnical constraints in this segment.
- **Paleontology** – No high-sensitivity paleontological formations are mapped in the area; the North I-25 FEIS identified no fossil-bearing formations within the project vicinity.
- **Energy** – The project will not increase energy demand or alter existing utility corridors; this is consistent with typical interchange upgrades.

These exclusions are supported by previous corridor studies (e.g., North I-25 FEIS), online mapping resources (e.g., CDOT OTIS, USGS), and agency guidance.

3 Air Quality

Transportation projects in Colorado must comply with federal and state air quality regulations, including the Clean Air Act (CAA) and CDOT's Air Quality Project Level Analysis Guidance (AQ-PLAG). This section presents the air quality considerations for the proposed interchange project.

Study Area

The air quality study area includes the proposed interchange footprint and a **500-foot buffer** to identify nearby sensitive receptors (e.g., residences, schools, parks) for potential localized effects. This buffer also aligns with CDOT guidance for identifying receptors for project-level conformity and hot-spot analyses. Regional impacts were evaluated based on the project's location within the Denver Metro/North Front Range ozone nonattainment area.

Methodology

Air quality impacts were assessed using CDOT's AQ-PLAG. The project's location in a nonattainment area was verified through EPA's Green Book. GHG requirements under Senate Bill 21-260 and CRS 43-1-128 were evaluated for future compliance. No modeling was conducted at this stage, but interagency consultation is anticipated if the project advances.

The CAA requires the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) for pollutants that impact public health and welfare (USEPA, 2025). The seven criteria pollutants regulated under the NAAQS include:

- | | |
|---------------------------------------|--|
| • Carbon monoxide (CO) | • Sulfur dioxide (SO ₂) |
| • Ozone (O ₃) | • Particulate matter (PM ₁₀ and PM _{2.5}) |
| • Nitrogen dioxide (NO ₂) | • Lead (Pb) (USEPA, 2025) |

Colorado's compliance with the NAAQS is administered by the Colorado Department of Public Health and Environment (CDPHE). Areas that exceed the NAAQS are designated as nonattainment, while areas that have previously exceeded the standards but have since met them are designated as maintenance areas.

The project is located within the Denver Metro/North Front Range ozone nonattainment area. The area was previously designated nonattainment for CO and PM₁₀, but these pollutants are now in maintenance status, having met 20-year attainment milestones. Transportation conformity requirements still apply for ozone, but not for CO or PM₁₀.

At the project level, air quality impacts must be evaluated according to CDOT's AQ-PLAG (CDOT, 2023). Interagency consultation is typically conducted between CDOT, EPA, CDPHE's Air Pollution Control Division (APCD), and FHWA to determine whether a project qualifies as a Project of Air Quality Concern (POAQC). Key considerations include the volume of diesel traffic, operational changes, and proximity to sensitive receptors.

In accordance with Senate Bill 21-260 (CRS 43-1-128), regionally significant capacity projects may require pre- and post-construction monitoring of PM₁₀ and PM_{2.5}. If the project advances and is determined to be regionally significant, these monitoring requirements will apply and should be addressed in future NEPA documentation.

Findings

Based on the project's location and scope, the following evaluations may be required:

- **Ozone** – Project must conform with regional emissions budgets and may require quantitative modeling.
- **CO** – Hotspot screening or analysis may be needed if the project affects traffic congestion at signalized intersections.

- **PM₁₀/PM_{2.5}** – Qualitative analysis may be warranted depending on local conditions; monitoring may be required under SB-260.

For details about air quality within the study area, refer to **Appendix A**.

4 Greenhouse Gases

Transportation projects in Colorado must comply with state-specific greenhouse gas (GHG) reduction policies. This section presents the GHG considerations for the proposed interchange project.

Study Area

The GHG study area is consistent with the air quality study area, encompassing the project footprint and a **500-foot buffer**, aligning with CDOT guidance for evaluating transportation-related GHG emissions impacts. This approach ensures that both local and regional emissions are adequately considered.

Methodology

GHG impacts were assessed using CDOT's GHG Planning Standard and related guidance documents. GHG requirements under Senate Bill 21-260 and CRS 43-1-128 were evaluated for future compliance. No modeling was conducted at this stage, but future analyses will be required if the project advances.

Colorado's GHG Pollution Reduction Roadmap (2021) outlines goals for statewide GHG reductions from all sectors, including transportation. CDOT's GHG Planning Standard (2022) requires the following for all regionally significant transportation projects:

- Are included in a GHG modeling analysis that meets regional reduction targets
- Identify and, if necessary, implement mitigation measures if they exceed emission thresholds
- Demonstrate alignment with state and regional climate goals

CDOT's GHG Mitigation Measures Policy Directive provides guidance on acceptable mitigation strategies and reporting procedures (CDOT, 2022). The project will need to demonstrate consistency with this standard if it advances into NEPA and/or the Statewide Transportation Improvement Program (STIP).

Findings

The project is subject to CDOT's GHG Planning Standard. If it advances, the project will require:

- Inclusion in GHG modeling
- Evaluation of emissions impacts
- Development of mitigation strategies, if applicable, to achieve compliance with state reduction targets

5 Noise

Noise impacts for federally funded highway projects are regulated under 23 CFR 772 – Procedures for Abatement of Highway Traffic Noise and Construction Noise, which requires states to develop specific guidelines. In Colorado, the CDOT Noise Analysis and Abatement Guidelines (NAAG) (CDOT, 2020a) establish the technical procedures and evaluation criteria used to assess potential noise impacts in compliance with federal regulations (FHWA, 2011).

Study Area

The noise study area includes all land **within 500 feet** of the proposed construction footprint, consistent with CDOT's NAAG. This buffer was used to identify potential noise-sensitive land uses, including homes, parks, and commercial areas.

Methodology

A desktop analysis was performed using Weld County GIS parcel data and Google Earth imagery (Google Earth Pro, 2024) to identify noise-sensitive receptors. No noise modeling was completed during this phase. Applicability of a Type I noise analysis was determined by reviewing the proposed interchange features against CDOT and FHWA criteria.

According to the NAAG, a **Type I analysis** is required when a project includes any of the following:

- **New highway construction**
- **Physical alteration** of an existing highway that reduces the distance between traffic and noise-sensitive receptors by 50% or more
- Addition of a **through-traffic lane**
- Addition of an **auxiliary lane** longer than 2,500 feet
- Addition or relocation of **interchange lanes or ramps**
- **Significant vertical alteration** (i.e., elevation change) of the roadway that may affect sound propagation

Projects that do not meet these criteria are classified as Type III and typically do not require quantitative noise analysis.

Findings

The proposed improvements will likely trigger a Type 1 noise analysis due to the construction of new interchange ramps and potential vertical realignment of WCR38. The desktop review identified 22 potential noise-sensitive receptors, including 20 residential parcels, 1 recreational area, and 1 commercial property, within 500 feet of the anticipated project footprint. Additional noise modeling and receptor-level impact analysis will be required as project design advances. The need for mitigation will be assessed based on CDOT NAAG thresholds and modeling results.

Refer to **Appendix B** for supporting noise analysis figures.

6 Hazardous Materials

The proposed project must comply with multiple federal, state, and local regulations governing hazardous materials management, transportation, and cleanup. Key regulations include:

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA): Addresses the cleanup of contaminated sites, empowering the EPA to identify responsible parties and oversee remediation.

Resource Conservation and Recovery Act (RCRA): Regulates the generation, transportation, and disposal of hazardous waste under EPA authority. In Colorado, enforcement is handled by the CDPHE through state-specific regulations (6 CCR 1007-3).

Underground Storage Tank Remediation (OPS, 7 CCR 1101-14): Provides requirements for managing risks from leaking underground storage tanks.

Hazardous Materials Transportation: Regulated by the U.S. Department of Transportation (USDOT) and Colorado State Patrol, with incident reporting coordinated through CDPHE.

Colorado Energy & Carbon Management Commission (CECMC): Regulates oil and natural gas wells and production throughout Colorado.

Study Area

The hazardous materials study area includes all land **within 500 feet** of the proposed construction footprint, consistent with CDOT's NAAG. This buffer was used to identify potential noise-sensitive land uses, including homes, parks, and commercial areas.

Methodology

Pinyon Environmental conducted a preliminary assessment to identify potential hazardous material conflicts. This included:

- Reviewing aerial imagery and ground-based photography of the project area (Google Earth Pro, 2024)
- Consulting regulatory resources, including EPA (USEPA, 2025), CDPHE, and OPS databases, for records of environmental impacts or cleanups
- Overlaying landfill data for the Tri-County Area using Google Earth

No site visits were conducted.

Findings

Three sites were identified within the project area:

- Margil Tank Battery (9 Wells)
- Olson Tank Battery (5 Wells)
- Margil Farms Tank Battery (3 Wells)

Pinyon Environmental reviewed available regulatory data and historical imagery for these sites. Based on the available data, no significant hazardous material conflicts were identified. These sites are associated with historical oil and gas production, but no known contamination, spills, or ongoing remediation activities were documented in publicly available records. Additionally, there is no indication that these sites would impact project construction. However, if excavation or construction activities encounter previously unknown contamination, further site-specific investigation may be required.

Refer to **Appendix C** for hazardous materials database search results.

7 Visual Resources

Projects with FHWA involvement must comply with specific visual impact assessment (VIA) standards and guidance to evaluate and address potential changes to the visual environment. Key documents guiding this process include:

FHWA Visual Impact Assessment for Highway Projects (1988): Provides a systematic approach for evaluating how highway projects affect the visual quality of landscapes, with a focus on:

- Existing landscape character and visual resources
- Viewer sensitivity and exposure
- Potential changes to the visual environment caused by the project

FHWA Guidelines for the Visual Impact Assessment of Highway Projects (2015): Updates and refines VIA methodologies, emphasizing:

- Assessing visual impacts based on landscape types and project characteristics
- Engaging the public to understand visual preferences and concerns
- Developing mitigation strategies to reduce adverse visual effects

CDOT Landscape Architecture Manual (2020b): Establishes standards for incorporating landscape architecture into CDOT projects, focusing on:

- Sustainable design principles
- Integration of native plants and local ecological systems
- Visual enhancement of transportation corridors through design and maintenance

CDOT Visual Impact Assessment Guidelines (2020c): Provides state-specific protocols for conducting VIAs in alignment with FHWA guidance, emphasizing:

- Consistency in VIA techniques to maintain visual quality
- Early identification of key visual resources, viewer groups, and potential impacts
- Mitigation measures to preserve or enhance visual character

Study Area

The visual study area includes viewsheds from I-25, WCR38, the Frontage Roads, and nearby developments **within 0.5 mile** of the project area. This area reflects the primary viewer groups potentially affected by changes to infrastructure, landscape grading, or visual character.

Methodology

Wilson & Company conducted a desktop review of the project area using aerial and ground-based photography (Google Earth Pro, 2024), as well as Town of Mead planning and zoning maps (Town of Mead, 2025). Key visual resources identified include:

- Vehicular and pedestrian views east and west from I-25 and its Frontage Roads
- North and south views from CR 38
- Recently approved Buffalo Highlands development approximately 0.5 mile east of the project area
- Recently approved and under construction The Highlands development approximately 0.4 mile west of the project area

Findings

The review identified key visual corridors and developments that may be affected by the project, particularly along I-25, CR 38, and adjacent developments. The primary visual considerations include:

- Potential visual obstructions – changes in landscape character due to new infrastructure or grading
- View impacts – alterations to existing sightlines from I-25, CR 38, and local developments
- Compatibility with future development – ensuring the project aligns with the planned urban growth in the area

While no significant visual impacts have been identified at this stage, further analysis may be necessary to assess the scale and intensity of changes to the visual environment. If substantial impacts are identified, mitigation measures, such as landscaping, screening, or context-sensitive design, may be required to preserve or enhance the visual quality of the area.

Refer to **Appendix D** for supporting visual analysis figures.

8 Biological Resources

Pinyon conducted a desktop review of the project area to evaluate potential biological constraints. This evaluation included aquatic resources, vegetation, noxious weeds, migratory birds, raptors, and habitat for federally and state-listed threatened, endangered, and special concern species.

Study Area

The biological study area (BSA) includes the proposed project footprint and a **0.5-mile buffer** to account for indirect effects on adjacent habitat, species mobility corridors, and visual or noise disturbance. This area was selected to capture species that may be affected by construction activities, hydrologic changes, and vegetation removal. For aquatic resources, the study area follows hydrologic connectivity from the site to adjacent drainages and wetland features. Species-specific buffers were applied where appropriate, such as for raptor nesting habitat and wetland-dependent species. The study area described in this section apply to all biological resources evaluated in subsections 7.1 through 7.4.

Methodology

Pinyon conducted a desktop review and field reconnaissance to identify potential biological resources. This included reviewing the following:

- Aerial imagery (Google Earth Pro, 2024)
- Mapped environmental datasets
- Agency databases (e.g., USFWS IPaC, CPW SAM, and CNHP CODEX)
- Site observations to confirm habitat types, note the presence of noxious weeds, and identify potential aquatic features.

The methodology described in this section applies to all biological resources evaluated in subsections 7.1 through 7.4.

8.1 Waters of the United States and State Waters

This section evaluates the presence of aquatic resources that may be subject to regulation under Section 404 of the Clean Water Act (CWA) or Colorado's Regulation 87 – Dredge and Fill Control Regulation. Pinyon conducted a desktop review and field reconnaissance to identify potential surface waters and wetlands within the project area.

Waters of the United States

Under Section 404 of the CWA, the discharge of dredged or fill material into waters of the United States (WOTUS) requires permitting by the U.S. Army Corps of Engineers (USACE). WOTUS may include rivers, streams, lakes, ponds, wetlands, and other surface waters that meet federal jurisdictional criteria. Executive Order 11990 also mandates federal agencies to minimize impacts to wetlands, and CDOT policy aligns with this objective.

To identify potential WOTUS within the project area, Pinyon reviewed the following resources:

- U.S. Geological Survey (USGS) National Hydrography Dataset (NHD)
- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI)
- Google Earth aerial imagery and ground-based field photography

Non-WOTUS State Waters (Colorado Regulation 87)

In addition to federal regulations, **Colorado's Regulation 87** governs activities that discharge fill material into surface waters no longer regulated under federal law due to recent changes in the WOTUS definition. The CDPHE now regulates **non-jurisdictional ephemeral, intermittent, and isolated waters** under state authority.

Findings

The review and site visit identified several features that may meet the definition of WOTUS, including:

- Ballinger Reservoir (north and south basins)
- Potential wetlands associated with the reservoirs
- The Mead Lateral/Farmers Extension Ditch and associated potential wetlands
- An unnamed drainage west of I-25

A formal delineation using USACE methodology has not been completed. The features listed above may require Section 404 permitting depending on USACE jurisdiction. Field delineation and coordination with USACE will be required to verify jurisdictional status and determine permitting needs.

Some features identified in the project area, such as ephemeral drainages and irrigation canals, may not qualify as WOTUS but could still be regulated by CDPHE as **State Waters** under Regulation 87. If impacted by the project, these features may require a separate dredge and fill permit from CDPHE under Regulation 87.

Next Steps:

- Conduct a formal delineation of aquatic resources using USACE protocols
- Request a jurisdictional determination from USACE to confirm WOTUS status
- For non-jurisdictional features, coordinate early with CDPHE to determine if Regulation 87 applies
- Obtain applicable permits from USACE and/or CDPHE to confirm permitting obligations and minimize delays during future NEPA or design phases

8.2 Vegetation and Noxious Weeds

The Colorado Noxious Weed Act (CRS 35-5-101; CRS 35-5.5-101; EO D-006-99) prioritizes management objectives for controlling noxious weed species as follows:

- **List A** – Eradication required
- **List B** – Management to prevent spread
- **List C** – Monitoring for education and research purposes (CDA, 2023)

Findings

During the site visit, Pinyon observed noxious weed species in the project area, including three Colorado List B species: Russian olive (*Elaeagnus angustifolia*), Canada thistle (*Cirsium arvense*), and musk thistle (*Carduus nutans*). Musk thistle was mapped in three discrete locations during the field visit. Russian olive and Canada thistle were present throughout much of the site; therefore, detailed mapping of these species was not

conducted. Weed management strategies may be required during project development to comply with Colorado Department of Agriculture regulations and CDOT's Standard Specifications for Road and Bridge Construction.

8.3 Federally and State-Listed Species

The Endangered Species Act (ESA) protects federally listed endangered (FE) and threatened (FT) species and their designated critical habitats. Species proposed for listing (PE/PT) and candidate species (FC) may also receive consideration during environmental review. At the state level, Colorado Parks and Wildlife (CPW) manages protections for state-listed endangered (SE), threatened (ST), and special concern (SC) species.

Pinyon reviewed the following sources to evaluate the potential for listed species to occur in the project area:

- USFWS Information for Planning and Consultation (IPaC) system (USFWS, 2025)
- CPW Species Activity Mapping (SAM) data and threatened and endangered species lists (CPW, 2024)
- Colorado Natural Heritage Program (CNHP) Colorado Conservation Data Explorer (CODEX) (CNHP, 2025)
- Aerial imagery and on-site habitat observations (Google Earth Pro, 2024)

Table 1. Threatened & Endangered Species

Category	Common Name	Scientific Name	Status	Habitat	Potential for Occurrence ¹
Birds	Bald Eagle	<i>Haliaeetus leucocephalus</i>	SC	Open canopies with large, mature trees for perching and nesting. Prefer areas near open waters.	Moderate. The project area occurs within mapped Bald Eagle winter range, and potential foraging habitat occurs within the project area.
Birds (cont.)	Burrowing Owl	<i>Athene cunicularia</i>	ST	Burrows in prairie dog colonies in open grasslands, especially prairie, plains, and savanna.	Moderate. While potential habitat (a black-tailed prairie dog colony) was mapped within the project area, high levels of human presence and disturbance along I-25 and the Frontage Roads may deter Burrowing Owl nesting.
	Eastern Black Rail	<i>Laterallus jamaicensis jamaicensis</i>	FT	Densely vegetated emergent marshes that allow for movement under a canopy. May inhabit marshes with a shrub component at higher elevations.	None. Suitable emergent marshes do not occur in the project area, and Eastern Black Rails are not known to occur in Weld County (CPW, 2016).
	Ferruginous Hawk	<i>Buteo regalis</i>	SC	Semiarid grasslands with scattered trees, often with rocky mounds or outcrops.	High. Suitable habitat occurs within and surrounding the project area, and multiple observations of Ferruginous Hawks have been recorded to eBird within 0.5-mile of the project area, including one observation within the project area (Cornell Lab of Ornithology, 2025).

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Category	Common Name	Scientific Name	Status	Habitat	Potential for Occurrence ¹
Mammals	Black-tailed prairie dog	<i>Cynomys ludovicianus</i>	SC	Shortgrass or mixed-grass prairie. Common in most of the counties of the eastern plains, especially those immediately along the Front Range.	High. An active black-tailed prairie dog colony was mapped in the northern portion of the project area.
	Preble's meadow jumping mouse	<i>Zapus hudsonius preblei</i>	FT; ST	Riparian areas of permanent or intermittent streams with herbaceous cover and adequate cover of shrubs and trees.	Moderate. Suitable riparian habitat occurs in the project area and Preble's meadow jumping mice have been trapped within five miles of the project area (USFWS, 2021)
	Tricolored bat	<i>Perimyotis subflavus</i>	PE	Forages in forested areas, particularly forest edges and openings. Roosts in live or dead clusters of leaves or pine needles. Ideal habitat includes foraging and roosting habitat in proximity to a water sources.	Low². The project area is located within an open landscape and may not provide sufficient forested foraging habitat for the tricolored bat.
Reptiles	Common garter snake	<i>Thamnophis sirtalis</i>	SC	Marshes, ponds, and the edges of streams; generally restricted to aquatic, wetland, and riparian habitats along the floodplains of streams; seldom found away from water or at isolated ponds.	High. Suitable wetland and riparian habitat occur within the project area.
Insects	Monarch butterfly	<i>Danaus plexippus</i>	PT	A variety of habitats that feature their obligate larval host plant, milkweed (<i>Asclepias</i> spp.).	Moderate. Milkweed was noted within the project area during the site visit.
Plants	Ute ladies'-tresses orchid	<i>Spiranthes diluvialis</i>	FT	Sub-irrigated alluvial soils along streams; open meadows on floodplains including riparian areas. The species generally occurs at elevations below 7,000 feet.	Moderate. Open meadow and riparian habitat occur within the project area, and the project area is located within CNHP modeled habitat for the species.

FT = Federally Threatened; PT = Proposed for Federal Listing as Threatened; ST = State Threatened; SE = State Endangered; SC = State Special Concern (not a statutory category)

¹ Based on a review of habitat descriptions from NatureServe Explorer (NatureServe, 2025), CPW Species Activity Mapping (CPW, 2024), and the CODEX list generated for the project area (CNHP, 2025).

² The project area is located within tricolored bat range as mapped by CPW but is outside of the USFWS consultation range for the species.

Findings

Based on the desktop review, mapped species occurrences, and general habitat conditions within the BSA, several federally and state-listed species may occur in or near the project area. All species discussed in the narrative are listed in **Table 1**. Species already covered by formal consultation under the Programmatic Biological Assessment (PBA) for South Platte River depletions (e.g., pallid sturgeon, piping plover, whooping crane) are noted but not analyzed further here, consistent with CDOT and FHWA procedures.

Where habitat was determined to be present or potentially suitable, the likelihood of occurrence was classified based on proximity to known occurrences, habitat suitability, and field indicators. Detailed field surveys will be required in future phases to confirm habitat suitability, evaluate species presence, and support regulatory consultation, as needed.

8.4 Migratory Birds and Raptors

The Migratory Bird Treaty Act (MBTA) protects most migratory bird species and their active nests, while the Bald and Golden Eagle Protection Act (BGEPA) offers additional protections for Bald Eagles (*Haliaeetus leucocephalus*) and Golden Eagles (*Aquila chrysaetos*). In Colorado, nesting typically occurs between February and August. Active nests are protected year-round under the MBTA and BGEPA.

Pinyon conducted a desktop review to assess habitat for migratory birds and raptors. This included reviewing the following:

- Aerial and ground-based photography (Google Earth Pro, 2025)
- CPW Species Activity Mapping data for raptors within 0.5 mile of the project area (CPW, 2024)
- IPaC report (USFWS, 2025)

Findings

Potential nesting and roosting habitats for migratory birds and raptors were identified. Historic raptor nests are mapped within the project area and a 0.5-mile buffer. The project may require minimization measures, such as construction timing restrictions, to avoid or minimize impacts during nesting seasons.

Overall Findings

The desktop review and field reconnaissance identified multiple biological resources that may be affected by the proposed project, including potential jurisdictional waters, noxious weeds, and habitat for several sensitive species. Additional field investigations, habitat assessments, and agency coordination may be necessary during the NEPA phase to confirm species presence, delineate aquatic resources, and determine applicable permitting and mitigation requirements. Early coordination with USACE, CDPHE, USFWS, and CPW is recommended to support permitting and streamline environmental clearances.

Refer to the BE (**Appendix E**) for detailed information about biological resources within the project area.

9 Water Quality

Evaluation of water quality for this project includes an analysis of surface water, groundwater, topography, geology, and built resources as defined by the CDPHE Water Quality Control Commission. The following water quality regulations apply to this project:

Clean Water Act: The CWA establishes the basic framework for regulating discharges of pollutants into navigable waters. It provides the statutory basis for the National Pollutant Discharge Elimination System (NPDES) and governs the discharge of pollutants into Waters of the United States (WOTUS). Relevant sub-regulations include:

- **Regulation #93** – Colorado’s Section 303(d) List of Impaired Waters, which identifies water quality-limited segments requiring Total Maximum Daily Loads (TMDLs). This list ensures that water bodies meet the established water quality standards.
- **Sections 401 and 402** – These sections of the CWA establish permit programs for discharges, including the Colorado Discharge Permit System (CDPS). This includes Construction Stormwater permits (COR040000) and Construction Dewatering permits (COG070000) for activities that may affect surface water or groundwater. Additionally, projects with hazardous material concerns require a Remediation Activities permit (COG315000 or COG316000).

Safe Drinking Water Act (40 CFR Parts 141–143): This act regulates public drinking water supplies, ensuring the protection of drinking water sources and the health of communities reliant on these water resources.

Erosion and Sediment Control on Highway Construction Projects (25 CFR 650 Subpart B): FHWA-funded highway projects must adhere to standards that minimize erosion and sedimentation, mitigating any potential damage to highways, adjacent properties, and surface/groundwater quality.

Colorado Water Quality Control Act (CRS Title 25, Article 8): This act regulates and protects the water quality of state waters, ensuring the preservation of beneficial uses of water for the public and the environment.

Study Area

The water quality study area includes all locations **within the proposed project footprint** that may affect surface water, groundwater, or runoff patterns. This includes Ballinger Reservoir, the Mead Lateral/Farmer’s Extension Ditch, adjacent wetlands, and any locations where stormwater discharge or dewatering may occur.

Methodology

Wilson & Company conducted a desktop analysis using a range of readily available data sources, including FEMA Flood Map Service Area, NRCS maps, CDWR databases, aerial imagery, and USFWS and USGS mapping resources, to assess the water quality characteristics and concerns within the project area (FEMA, 2021; NRCS, 2021; CDWR, 2021; Google Earth Pro, 2024; USFWS, 2025; USGS, 2018).

Findings

The project area contains surface water features and potential groundwater resources that may require further evaluation and permitting.

- **Surface Water** – The project area includes potential waters of the United States, including Ballinger Reservoir, the Mead Lateral/Farmer’s Extension Ditch, and wetlands associated with these features. These aquatic resources will require evaluation for potential CWA Section 404 permitting requirements, as well as stormwater runoff impacts and erosion control measures.
- **Groundwater** – The project area is located within a designated groundwater basin, and aquifer recharge zones may be present. Construction dewatering may be necessary, requiring a CDPS permit.

- **Wells** – The CDWR database identifies existing wells in the vicinity, including domestic and irrigation wells that may require protective measures during construction.

No major water quality concerns were identified during the desktop analysis, but further evaluations will be required prior to project implementation. This includes stormwater management and erosion control planning, as well as CDPS construction stormwater and dewatering permits to ensure compliance with state and federal regulations.

Refer to **Appendix F** for supporting water quality maps and data.

10 Community Impact Analysis

Transportation projects in Colorado must consider community impacts in accordance with Title VI of the Civil Rights Act of 1964 and Senate Bill 21-260, which emphasize equity, non-discrimination, and meaningful public participation. This analysis evaluates the presence of Disproportionately Impacted (DI) Communities, Limited English Proficiency (LEP) populations, and other demographic indicators to guide community engagement and ensure equitable access to project benefits.

Study Area

The community study area (CSA) includes the proposed project footprint and a **0.5-mile buffer** to account for indirect impacts, such as accessibility, mobility changes, and noise or visual effects. This buffer was selected to capture populations likely to be affected by the project and reflects the geographic scope used in similar CDOT equity analyses.

Methodology

A desktop review was conducted using:

- U.S. Census American Community Survey (ACS) 5-year estimates (U.S. Census Bureau, 2025)
- CDOT's Screening Tool for Equity Analysis of Projects (STEAP) (CDOT, 2025)
- CDPHE guidance on DI Community identification (CDPHE, 2025)

Indicators assessed include **race, income, housing cost burden, and English language proficiency**. These were analyzed at the **census block group level** to determine the presence of Title VI-protected groups and DI Communities under SB-260.

10.1 Title VI and Disproportionately Impacted Communities

Title VI prohibits discrimination based on race, color, or national origin in programs or activities receiving federal financial assistance. In Colorado, SB-260 expands on these protections by requiring enhanced engagement with DI Communities, including those experiencing:

- Housing cost burdens
- Environmental exposure and health risks
- Historical underinvestment in transportation infrastructure

Using CDOT guidance and publicly available datasets, this analysis considered housing burden and other demographic indicators within the project area to identify DI Communities. Based on available data, portions

of the project area may include housing-cost burdened populations that qualify as DI Communities under SB-260.

Findings

The project area includes housing-cost burdened populations, qualifying as a DI Community under SB-260. No concentrations of minority or national origin populations were found based on ACS data, but CDOT public involvement guidance requires enhanced engagement due to housing burden indicators.

10.2 Limited English Proficiency Populations

Under Title VI and associated USDOT guidance, recipients of federal funds must also ensure meaningful access to transportation programs for persons with LEP. LEP individuals are those who do not speak English as their primary language and have limited ability to read, write, speak, or understand English.

While this project is not located in an area with a high concentration of LEP populations based on census data, public outreach efforts will still include translation services and alternative formats upon request to ensure inclusive engagement and remove participation barriers.

Findings

LEP populations are not concentrated in the project area per ACS data. However, translation services will be provided on request to ensure compliance with CDOT's LEP Plan and Title VI requirements.

10.3 Demographic Screening and Findings

A desktop demographic analysis was conducted using U.S. Census ACS 5-year estimates and the Colorado EnviroScreen tool developed by CDPHE to screen for DI indicators. The analysis included race, income, language, and housing cost burden within census block groups in the project vicinity.

Findings

The following findings summarize the results of the demographic screening:

- No concentrations of minority or LEP populations were identified within the immediate project area.
- Housing cost burden indicators suggest the potential presence of DI Communities, which will be considered during future outreach and project development phases.
- No disproportionately high and adverse impacts are anticipated based on the proposed project scope.

Next Steps:

- If the project advances into NEPA, refine the demographic analysis using the most recent available data.
- Coordinate with CDOT to determine appropriate community engagement strategies for any identified DI Communities.
- Ensure compliance with Title VI and SB-260 by offering inclusive, accessible engagement opportunities.

Overall Findings

The community impact analysis identified housing-cost burdened populations within the project area, qualifying as a DI Community under SB-260. No concentrations of minority or LEP populations were identified. While no disproportionately high and adverse impacts are anticipated, enhanced community

engagement will be required to comply with Title VI and SB-260 requirements. Future public outreach efforts should include translation services and accommodations for LEP individuals, as well as targeted engagement strategies for DI Communities. These findings will inform future NEPA documentation and guide equitable community involvement throughout project development.

Refer to **Appendix G** for supporting demographic screening data.

11 Parks and Recreational Resources

Transportation projects that may affect publicly owned parks, recreational areas, or wildlife and waterfowl refuges must comply with federal protections under Section 4(f) of the U.S. Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965.

Section 4(f) applies when a transportation project uses land from publicly owned parks, recreational areas, or wildlife and waterfowl refuges that are both open to the public and considered significant for their intended use. A “use” can be direct (permanent incorporation), temporary (with adverse effects), or constructive (proximity impacts that substantially impair the resource). If a use occurs, FHWA must demonstrate that no feasible and prudent alternatives exist and that all possible planning to minimize harm has been completed.

Section 6(f) applies to properties acquired or improved with LWCF grant funds. These properties cannot be converted to non-recreational use without approval from the National Park Service (NPS) and identification of replacement land of equal value and utility. Unlike Section 4(f), Section 6(f) does not include a de minimis impact provision.

Study Area

Wilson & Company evaluated parks and recreational resources within the project footprint and a **0.25-mile buffer**, consistent with typical proximity screening for Section 4(f) and 6(f) compliance. This analysis also considered nearby parcels that may be directly or indirectly affected by the project.

Methodology

To identify potential Section 6(f) properties, the Trust for Public Land’s LWCF Interactive Map was reviewed (Trust for Public Land, 2025). This tool identifies properties that have received federal LWCF funding. In this context, “adjacent” properties are defined as those within or directly bordering the proposed interchange footprint, excluding recreational lands located farther away and outside of the immediate influence area.

Findings

No publicly owned parks, recreational areas, or wildlife refuges are located within the study area. However, the TPL LWCF map indicates several LWCF-funded facilities within 1.2 miles of the project area. These include community parks and recreational facilities owned by the Town of Mead and Weld County. None are located within or bordering the project, and no physical or proximity-related impacts are anticipated.

Accordingly, no Section 4(f) uses or 6(f) conversions are anticipated as part of the proposed project. If project limits change, these findings will be reassessed to ensure continued compliance with Section 4(f) and Section 6(f) requirements.

Refer to **Appendix H** for supporting parks and recreation screening data.

12 Historic and Cultural Resources

Federally funded transportation projects must consider effects on cultural resources under Section 106 of the National Historic Preservation Act (NHPA) and evaluate the potential use of historic properties under Section 4(f) of the U.S. Department of Transportation Act of 1966.

Study Area

The cultural resources study area included the project footprint plus a **0.5-mile buffer** to capture adjacent historic properties, linear resources, and visual or indirect effects. This area also encompasses segments of potentially historic roads and ditches intersecting the proposed interchange alignment.

Methodology

Pinyon Environmental conducted a file search using the Office of Archaeology and Historic Preservation's (OAHP) COMPASS database (OAHP, 2025), assessor records, historic aerial photographs, CDOT Online Transportation Information System (OTIS), and the CDOT Historic Sites Viewer (CDOT, 2025). Newly identified properties were evaluated based on age (typically 45+ years) and potential National Register of Historic Places (NRHP) eligibility. A qualified historian completed the assessment consistent with Section 106 requirements. **Table 2** summarizes previous cultural resource surveys identified during the file search.

Table 2. Previous Cultural Resource Surveys

OAHP No.	Report Title	Location Relative to Study Area	Date
WL.CH.R52	Cultural Resource Survey, I-25 North Segment 5 - Construction Phase 2, Weld County, Colorado	Within	2024
MC.CH.R184	A Class III Archaeological Inventory Of Corridor Alternatives And Miscellaneous Facilities Associated With The North I-25 Front Range Corridor Environmental Impact Statement, Adams, Boulder, Broomfield, Larimer, And Weld Counties	Within	2010
MC.CH.NR78	Paleontological Technical Report: Interstate 25 North Corridor Environmental Impact Statement, Adams, Boulder, Larimer, And Weld Counties, Colorado	Unknown ^A	2009
MC.CH.R96	A Cultural Resource Survey Of Interstates 25, 70, 225, and 270, U.S. Highways 34 And 160, And State Highways 13 and 470, For The Proposed Adesta Communications Fiber Optic System, Colorado (C SW00-102)	Unknown ^A	2008
MC.FC.NR6	Paleontological Review And Survey Of Selected Sections Along The I-25 Right Of Way For Adesta/CDOT I-25 Fiber Optic Project From Pueblo, Colorado To The Wyoming State Line, Pueblo, El Paso, Douglas, Adams, Larimer And Weld Counties, Colorado	Unknown ^A	2008

Source: OAHP Compass Database

Notes: A=Data not provided with OAHP Results.

12.1 Section 106 – Historic and Cultural Resources

Section 106 of the NHPA requires federal agencies to consider the effects of their undertakings on historic properties listed in or eligible for the NRHP. Five previously recorded cultural resources were identified within or near the study area (**Table 3**).

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Table 3. Previously Identified Cultural Resources

Site Number/Name	Address	NRHP Eligibility Determinations
5WL.3148.1; Mead Lateral/Farmers Extension Ditch - Segment	N/A	Officially – Non supporting (2024)
5WL.5197; Webber Property	17662 East I-25 Frontage Road	Officially – Not Eligible (2024)
5WL.5198; Olson Farm	17820 East I-25 Frontage Road	Officially – Eligible (2024)
5WL.5313; Isolated Find (Glass Bottle)	N/A	Field – Not Eligible (2006)
5WL.6284; CR Overpass C-17-AI	N/A	Officially – Not Eligible (2014)

Source: OAHP Database and CDOT Historic Sites Viewer

Additionally, seven properties potentially eligible for the NRHP were newly identified through literature review and historical map analysis (**Table 4**).

Table 4. Newly Identified, Potentially Eligible Cultural Resources

Name or Address	Year of Construction
Weld County Road 38 – Segment	Circa 1885
East I-25 Frontage Road (Old US 87) – Segment	1923; 1960
Mead Lateral/Farmers Extension Ditch – Segment	Circa 1893
18494 East Interstate 25 Frontage Road (Parcel #106135000003)	Circa 1969
18494 East I-25 Frontage Road (Parcel #106135000004)	Circa 1967
4200 County Road 38	1977
17602 East Interstate 25 Frontage Road	1969

Sources: Weld County Assessor's Office Database (Weld County, 2025); NETROnline Historical Aerial Photography (NETROnline, 2025)

Findings

Further evaluation under Section 106 will be required during the NEPA phase to confirm eligibility and potential project impacts.

12.2 Section 4(f) – Historic Properties

Section 4(f) of the U.S. DOT Act protects publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic sites from use by transportation projects unless no feasible and prudent alternatives exist.

Several resources identified in Section 12.1 may qualify as Section 4(f) properties if determined eligible for the NRHP. Olson Farm (5WL.5198) has already been officially determined eligible. Currently, no use of historic properties is anticipated.

Findings

If project design affects any listed or eligible properties, evaluation and consultation with SHPO and CDOT will be required. Coordination will occur to determine the applicability of Section 4(f) and to identify appropriate avoidance, minimization, or mitigation measures.

Refer to **Appendix I** for supporting cultural resources maps and data.

13 Prime Farmland

Prime farmland is protected under the Farmland Protection Policy Act (FPPA) (7 U.S.C. 4201 et seq.), which seeks to minimize the impact of federal projects on land with the best combination of physical and chemical characteristics for producing food, feed, fiber, and forage. The Natural Resources Conservation Service (NRCS) classifies these lands as prime farmland, unique farmland, or farmland of statewide or local importance. These farmland classifications must be evaluated during project planning to determine whether proposed activities would result in conversion to non-agricultural use.

Compliance with the FPPA requires evaluating soil classifications using the NRCS Web Soil Survey, coordinating with NRCS to complete Form AD-1006 (Farmland Conversion Impact Rating), and considering alternatives to minimize conversion of important farmland to non-agricultural uses.

Study Area

The prime farmland study area includes the project construction **footprint and immediately adjacent lands** where permanent conversion of agricultural soils may occur. This area was selected to capture all locations where grading, paving, or other ground-disturbing activities could result in the loss of farmland soils. The NRCS Web Soil Survey was used to identify soil map units classified as prime farmland, unique farmland, or farmland of statewide importance within the study area.

Methodology

To assess the presence of prime farmland and farmland of statewide or local importance within the project area, Wilson & Company conducted a desktop review using:

- NRCS Web Soil Survey (WSS) for soil classification data (NRCS, 2025)
- USDA mapping resources for farmland status (USDA, 2025)
- Town of Mead and Weld County zoning and land use maps (Town of Mead, 2025; Weld County, 2025) to evaluate agricultural preservation policies
- Aerial and ground-based photography to determine existing land uses

Findings

The desktop review indicates that portions of the project area contain soils classified as prime farmland, farmland of statewide importance, and farmland of local importance. The NRCS Web Soil Survey identified the following relevant soil types:

Table 5. Newly Identified, Potentially Eligible Cultural Resources

Soil Type	Farmland Classification
Nunn clay loam	Prime Farmland if Irrigated
Olney fine sandy loam	Farmland of Statewide Importance
Fort Collins loam	Prime Farmland if Irrigated
Nelson fine sandy loam	Farmland of Local Importance

These soils are predominantly located in undeveloped areas adjacent to WCR38 and I-25, where agricultural activities, such as grazing and crop production, currently take place. While the project may result in the conversion of some designated farmland, coordination with NRCS will be required to determine the extent of potential impacts and evaluate mitigation measures, if necessary.

Refer to **Appendix J** for supporting prime farmland maps and NRCS documentation.

14 Summary of Affected Environment and Next Steps

Table 6 provides a summary of environmental constraints identified in this screening report and outlines the anticipated next steps for each resource area. These steps are intended to guide subsequent NEPA documentation and agency coordination.

Table 6. Summary of Affected Environment and Next Steps

Resource	Affected Environment	Next Steps	Anticipated Permits
Air Quality	Project area lies within the Denver Metro/North Front Range ozone nonattainment area and CO/PM ₁₀ maintenance areas that have met the 20-year milestone. Transportation conformity applies to ozone only.	Evaluate project-level air quality impacts in accordance with NEPA and CDOT's AQ-PLAG. Consider SB-260 monitoring requirements under CRS 43-1-128 for PM ₁₀ and PM _{2.5} if project is regionally significant.	None anticipated unless PM ₁₀ /PM _{2.5} monitoring plan required.
Greenhouse Gas Emissions	Project is subject to CDOT's GHG Planning Standard and SB-260 requirements.	Evaluate consistency with GHG Planning Standard. If project advances to NEPA, calculate GHG emissions and assess need for mitigation per CDOT guidance.	None (GHG review is a NEPA compliance requirement, not a permit).
Noise	Twenty-two noise-sensitive receptors identified within 500 feet, including 20 residential, 1 recreational, and 1 commercial; Type I noise analysis required.	Conduct Type I noise analysis and modeling as project advances.	None – noise analysis is part of NEPA compliance.
Hazardous Materials	No significant hazardous material conflicts identified; further investigation needed for excavation.	Conduct site-specific investigation if excavation occurs.	No permit required unless contamination discovered; CDPHE spill reporting if applicable.
Visual	Potential changes to visual environment due to new infrastructure.	Further assessment required; mitigation may include landscaping, screening, or context-sensitive design.	None – visual analysis is part of NEPA documentation; no permit required.
Biological Resources			
Waters of the United States	Potential jurisdictional wetlands and water features identified.	Conduct USACE delineation to verify jurisdictional status and obtain necessary permits.	Section 404 Permit (USACE)
State Waters (Regulation 87)	Some ephemeral drainages and irrigation features may not qualify as WOTUS but could be regulated by CDPHE under Regulation 87.	If features are determined non-jurisdictional by USACE, consult with CDPHE to determine applicability of Regulation 87 and obtain a state dredge and fill permit if required.	Regulation 87 Dredge and Fill Permit (CDPHE)

Resource	Affected Environment	Next Steps	Anticipated Permits
Vegetation and Noxious Weeds	Presence of Russian olive, Canada thistle, and musk thistle.	Implement weed management plan in accordance with state and CDOT requirements.	No specific permit; implement standard CDOT weed management practices.
Federally and State-Listed Species	Potential habitat for bald eagle, burrowing owl, PMJM, and other listed species.	Conduct field surveys and coordinate with USFWS and CPW as necessary.	Section 7 Consultation (USFWS) if T&E species have the potential to occur.
Migratory Birds & Raptors	Potential nesting habitat identified; active raptor nests mapped within project area.	Implement timing restrictions and minimization measures to avoid impacts.	None if timing restrictions are implemented; otherwise, MBTA enforcement risk.
Parks & Recreation	No publicly owned parks, recreation areas, or wildlife refuges identified in the study area. Several LWCF-funded parks exist within 1.2 miles but are not directly impacted.	No Section 4(f) or 6(f) use anticipated. Reassess if project limits change.	None anticipated.
Cultural & Historic	Previously recorded sites and newly identified historic properties present.	Conduct Section 106 compliance, including surveys and coordination with SHPO. Evaluate NRHP eligibility and assess potential use under Section 4(f) if impacts occur.	Section 106 clearance (SHPO and FHWA)
Community Impacts	No minority, low-income, or LEP populations identified. Project area includes housing-cost burdened population designated as a DI Community under SB-260.	Ensure compliance with Title VI. Engage DI communities per CDOT Public Involvement Guidance and SB-260 requirements.	None – public involvement requirement.
Prime Farmland	Portions of the project area contain prime farmland and farmland of statewide importance.	If farmland will be impacted, complete NRCS Form AD-1006, coordinate with NRCS, and consider alternatives to minimize farmland conversion.	FPPA compliance (Form AD-1006); no permit required.

These next steps will ensure that environmental considerations are addressed in compliance with NEPA and applicable CDOT and FHWA guidance, while maintaining consistency with the project's Purpose and Need. This approach supports the identification and advancement of a practicable interchange alternative that meets mobility, safety, access, and multimodal objectives.

15 Report Preparation

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Environmental Screening Report
I-25 and County Road 38 Interchange

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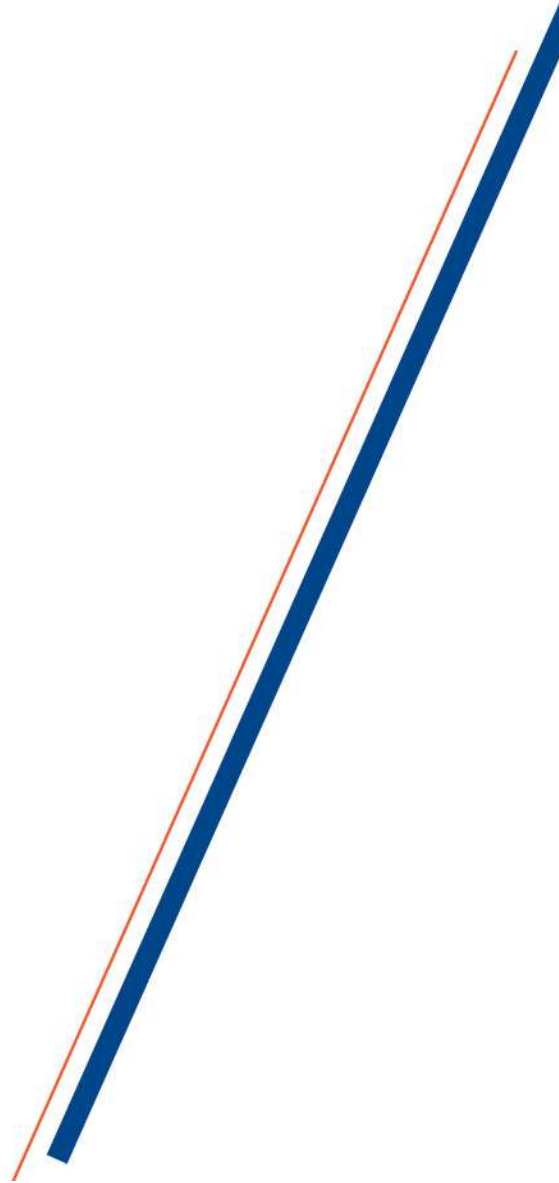
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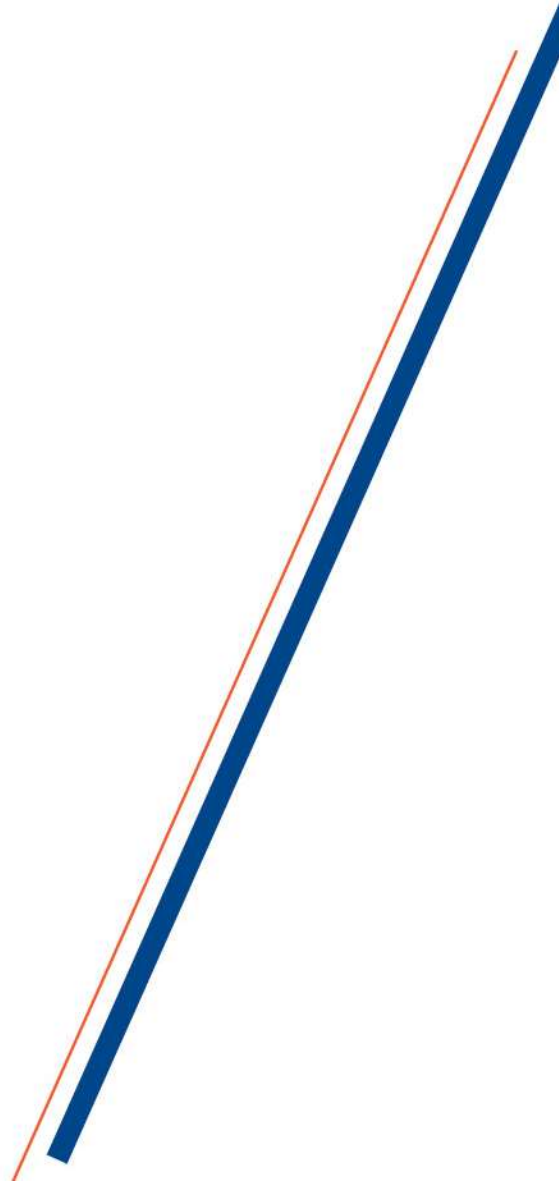
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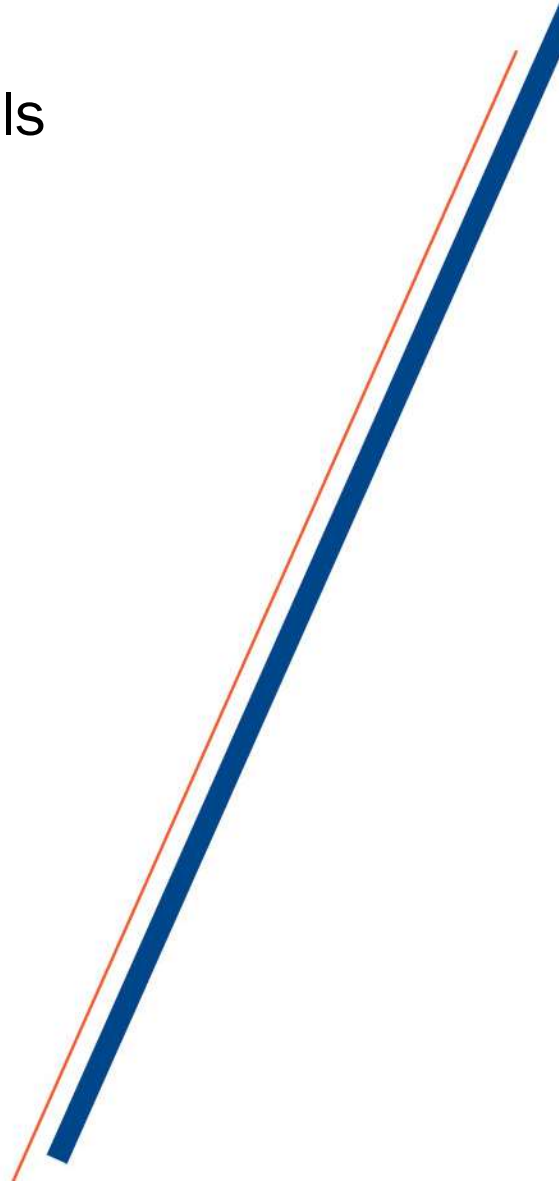
Appendix A – Air Quality



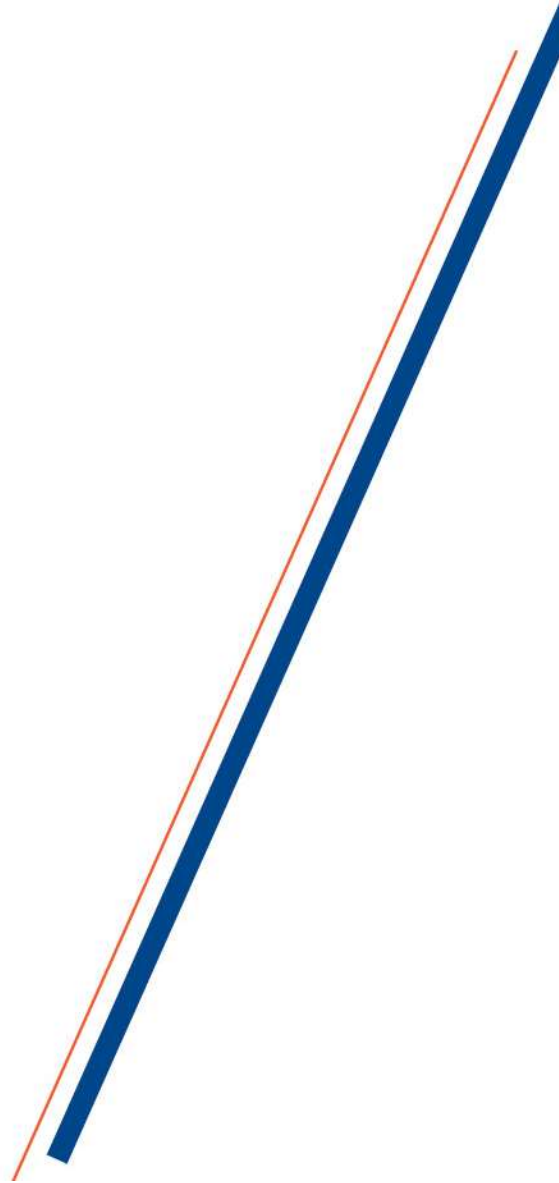
Appendix B – Noise



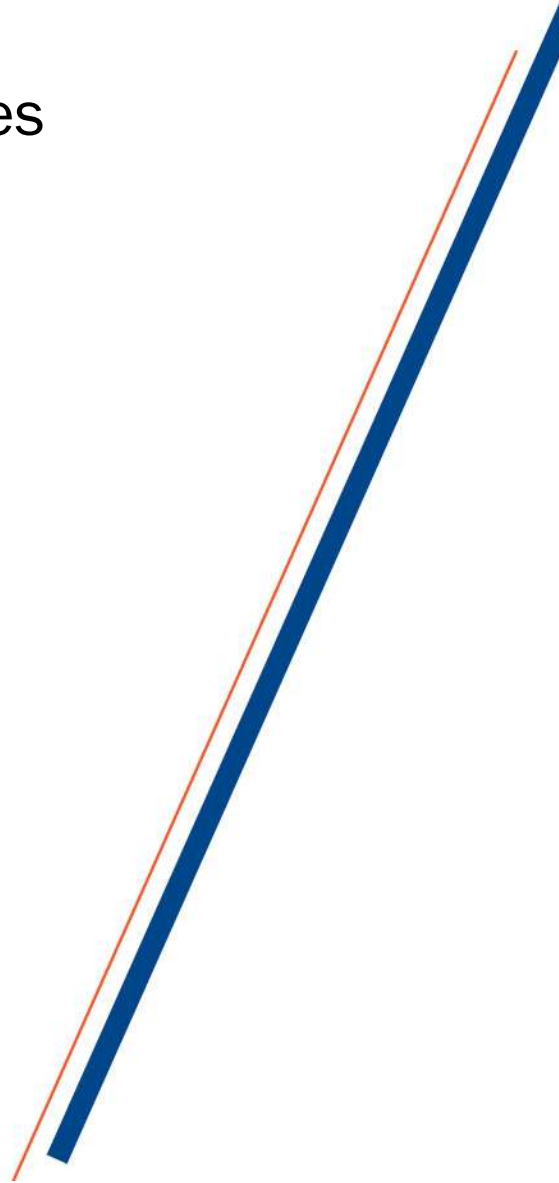
Appendix C – Hazardous Materials



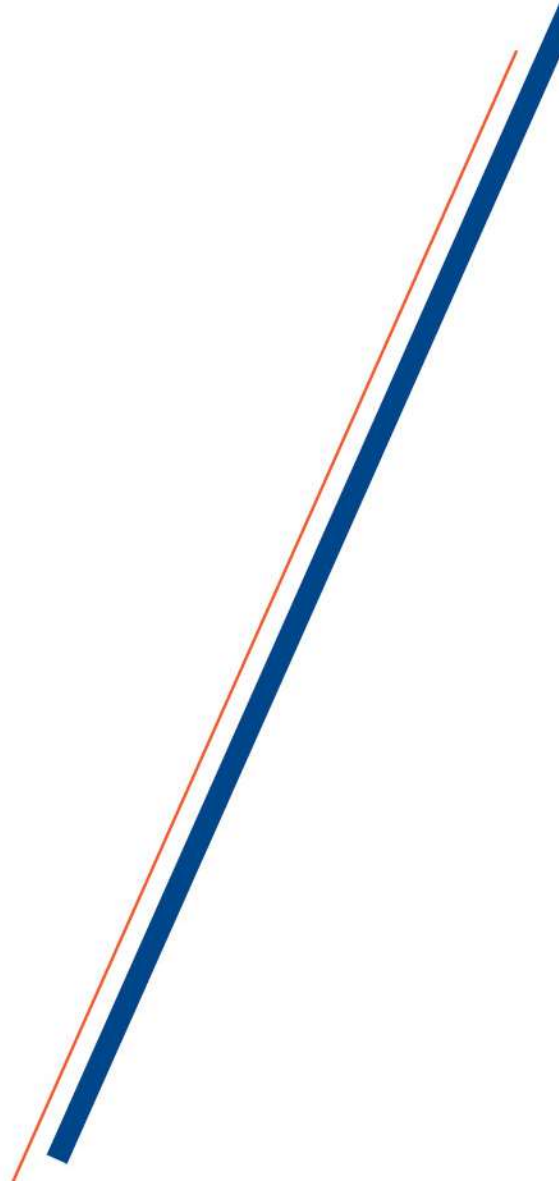
Appendix D – Visual



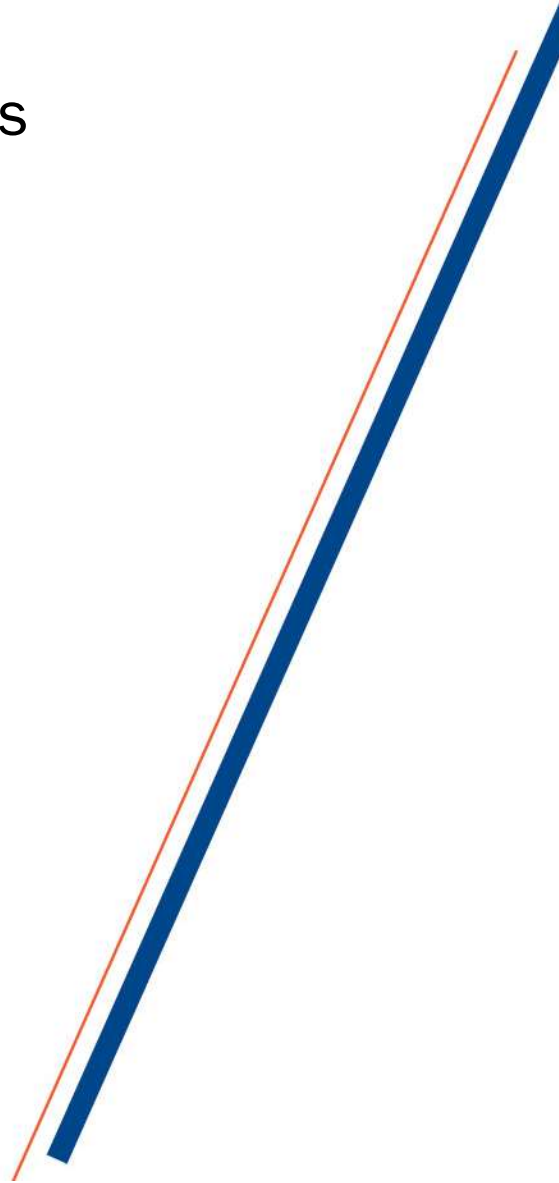
Appendix E – Biological Resources



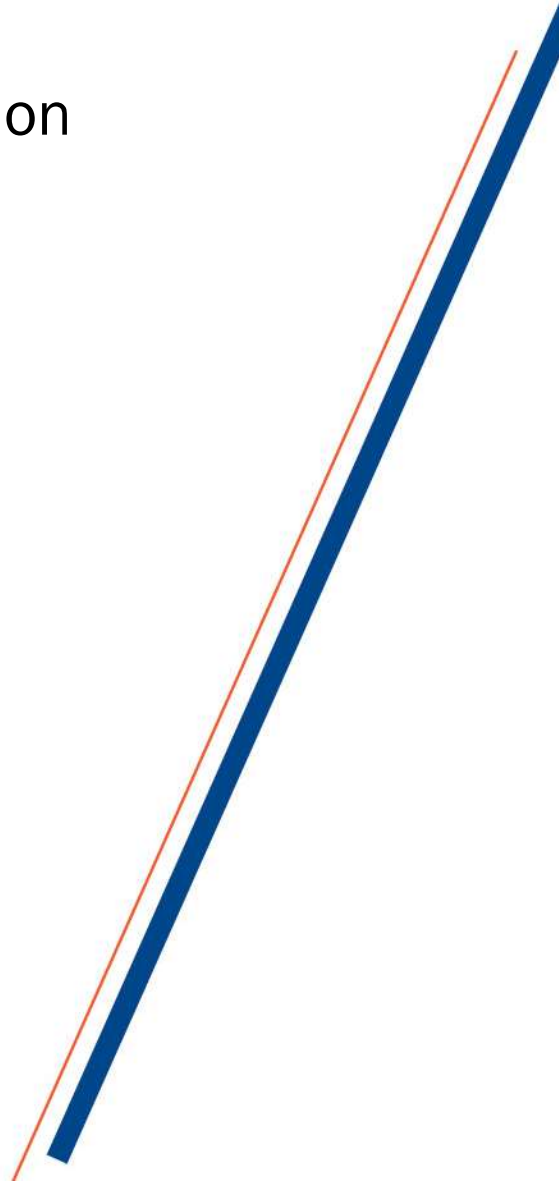
Appendix F – Water Quality



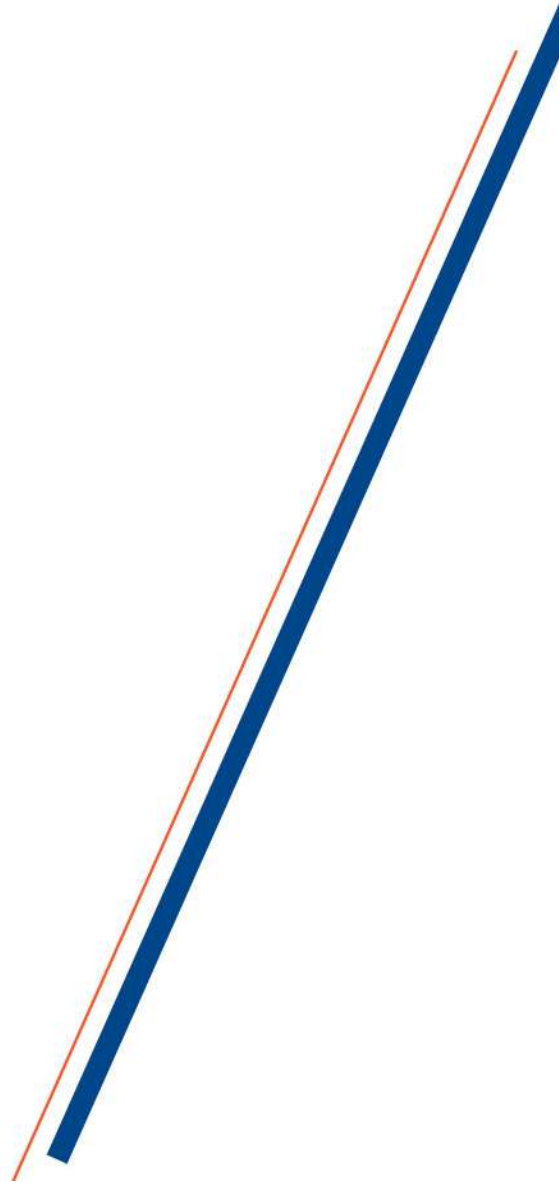
Appendix G – Community Impacts



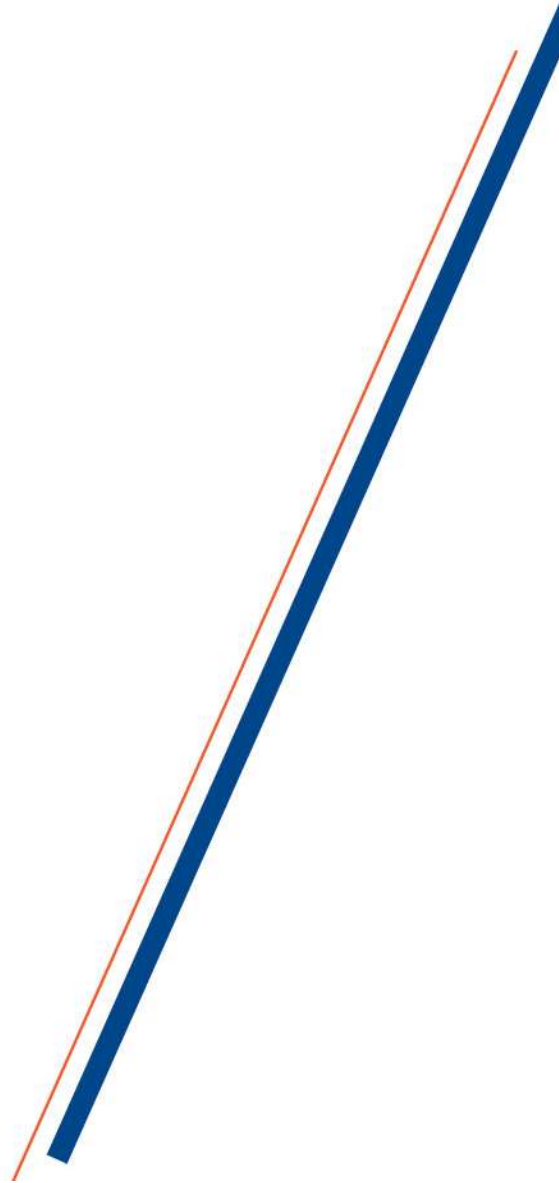
Appendix H – Parks and Recreation



Appendix I – Cultural Resources



Appendix J – Prime Farmland



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