

MODIFIED ENVIRONMENTAL SITE ASSESSMENT
INTERSTATE 25 CORRIDOR
STATE HIGHWAY 105 TO
SOUTH ACADEMY BOULEVARD
EL PASO COUNTY, COLORADO

Prepared by:

Reviewed by:

Derek M. Bowman
Project Manager

Phil Kangas, C.P.G., REA
Manager Environmental Services

Prepared for:

COLORADO DEPARTMENT OF TRANSPORTATION
c/o WILSON & COMPANY
455 EAST PIKES PEAK AVENUE
COLORADO SPRINGS, COLORADO 80903

ATTN: MR. DOUG EBERHART

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1.0 INTRODUCTION/EXECUTIVE SUMMARY

This report presents the results of a Modified Environmental Site Assessment (MESA) performed for the proposed improvements to Interstate 25 (I-25) between State Highway 105 (SH 105)/I-25 interchange and South Academy Boulevard/I-25 interchange in El Paso County, Colorado. The corridor study area includes approximately 26 miles of asphalt or concrete-paved, four to six-lane freeway including on and off ramps.

The study was performed in general accordance with ASTM E 1527-00, A Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process and our understanding of the Colorado Department of Transportation (CDOT) requirements for this MESA. The purpose of the MESA was to identify potential recognized environmental conditions in connection with the corridor study area and to qualify for the innocent landowner defense to the Comprehensive Environmental Response Compensation and Liability Act (CERCLA). The MESA is also a requirement of the National Environmental Policy Act (NEPA) for all Federally funded projects and is useful in evaluating potential health and safety issues for project personnel. Recognized environmental conditions, as defined in ASTM E 1527-00, are conditions that indicate an existing release, a past release or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water or surface water of the site. For the purpose of this study, historical recognized environmental conditions which could potentially impact the proposed corridor improvements will be discussed as recognized environmental conditions. There were no other exceptions to, or deletions from this practice for the assessment of this property. In addition to the MESA, we performed sampling of paint on underpass and overpass structures in the study area. A map of the study area is shown on Figure 1. A listing of the references and documentation and previous studies used to complete this study is presented in Appendix A.

1.1 Environmental Concerns

Potential environmental concerns associated with each of the study areas will be discussed separately under each lettered subparagraph.

1.1.a *SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange*: Based on the current alternative design improvements and the data reviewed, the following Leaking Underground

Storage Tank (LUST) sites are identified as recognized environmental conditions and further assessment is recommended for right-of-way property acquisition.

1. The Diamond Shamrock, located adjacent to the I-25 corridor, at 1310 W. Baptist Road, is listed as an active LUST site and topographically downgradient. The ground water and the on-site soil are contaminated. The Corrective Action Plan in effect has continued to reduce the amount of contaminants in the soil and ground water through air sparging and soil vapor extraction. This LUST site may have potential to impact the study area if it is acquired for the widening of the interstate. We recommend continuing to review the semiannual monitoring reports prepared by Higgins and Associates. These reports will provide information pertaining to the extent of ground water contamination and possible off-site migration. If this land is acquired for the purpose of improving the interstate, we recommend a subsurface study to evaluate the presence of potential fuel contaminants.
2. The Conoco Fuel Stop, located in Monument at 534 Highway 105, is listed as an active LUST site and is located upgradient from the I-25 and Hwy 105 intersection. Soil remediation has been conducted on the LUST site; however, the ground water in the area has been impacted from the gasoline release. The ground water beneath the site flows toward the south-southwest and may impact the study area. If this land is to be acquired for the purpose of improving the interstate we recommend continuing to review the quarterly monitoring reports and to perform a subsurface investigation. This investigation will evaluate the presence of potential fuel contaminants in the area of project activities. The monitoring reports are prepared by Secor International Incorporated and provide information pertaining to the direction of ground water flow during different times of the year and the extent of ground water contamination and possible impact to the study area.
3. The Amoco Gas Station, located in Monument at 1949 Woodmoor Drive, was previously granted a no further action letter on November 23, 1999. However, on March 8, 2001, a Change Status was issued along with a site assessment request letter. Ground water contamination was present offsite. Therefore, this LUST site may have potential to impact the study area. Future monitoring reports should be reviewed to provide information pertaining to the direction of ground water flow

during different times of the year and the extent of ground water contamination and possible impact to the study area.

1.1.b *North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road:* Several suspect businesses, including a machine shop (Pikes Peak Machinery, 5935 N. Nevada Avenue), a radiator repair shop (Dale's Front Range Radiator, 5927 N. Nevada Avenue), and a transmission shop (Nationwide Transmissions, 5905 N. Nevada Avenue), were observed at the north end of the North Nevada Avenue Frontage Road. Based on our understanding of the proposed improvements to this portion of the I-25 corridor and the data reviewed as of the date of this report, it does not appear that the proposed improvements will impact these businesses. A review of the current federal and state regulatory agency databases and previous studies did not indicate the presence of other environmental concerns to the proposed improvements. Based on site observations and information reviewed, it is our opinion that there is no evidence of recognized environmental conditions in connection with this study area.

1.1.c *Garden of the Gods Road to Bijou Street:* Based on the current alternative design improvements and the data reviewed, the following LUST sites are identified as recognized environmental conditions and further assessment is recommended for right-of-way property acquisition.

1. The Total #2732 station at 3115 Sinton Road. The Sinton Road alignment alternatives both would require a total or partial take of this property. There have been two separate LUST events at this site, and one is listed as active and one is listed as inactive.
2. The Conoco station at 3006 N. Chestnut Street and the Amoco Oil #12010 station at 770 West Fillmore Street (currently the Helton Auto Used Car Sales). The Chestnut Street alternatives as well as the widening of Fillmore Street to the north would require a total or partial take of these properties. Onsite gasoline and diesel contamination at the 3006 N. Chestnut Street site have been identified in both the groundwater and soil according to a Site Characterization Report obtained from OIS and dated April 1, 2002. The Amoco Oil #12010 station at 770 West Fillmore Street

is located directly adjacent to the west of the above mentioned Conoco station and has been granted a no further remedial action letter by OIS.

3. The Texaco #48 Station at 2930 North Chestnut Street. The Chestnut Street alternatives on the south side of Fillmore could require a total or partial take of this property. The LUST site is listed as inactive; however, based on past releases, it is our opinion that there is a potential to have impacted the subsurface of the subject site.

There are other LUST sites identified in this study area that are recognized environmental conditions and depending on whether right-of-way property is required for the project improvements or if the subsurface is disturbed in those areas, we would then recommend additional site specific site investigations.

1.1.d *Bijou Street to Cimarron Street*: Based on the current alternative design improvements and the data reviewed, the following sites are identified as recognized environmental conditions and further assessment is recommended prior to initiation of construction activities.

1. A Corrective Action Plan (CAP) is currently ongoing at the Western Convenience Store located at 302 West Bijou Street to clean up a plume of petroleum-contaminated ground water which has migrated southeast off the subject property. The contaminated ground water could potentially affect the proposed construction and improvements to the Bijou Street overpass. We recommend continuing to review ground water monitoring reports to evaluate the presence of contamination in project specific areas.
2. The properties located south of Walnut Street/Cucharras Street intersection, east of Chestnut Street, north of Fountain Creek and west of the existing interstate are identified as recognized environmental conditions. The proposed southbound off-ramp from I-25 onto Cimarron Street will impact portions of all of these properties. It is our opinion that the presence of a prior LUST/Underground Storage Tank (UST) on the property at 221 South Chestnut Street, and the historic and present-day use of the yard areas on these properties as salvage yards indicates the potential for

subsurface soil and/or ground water contamination. We recommend a subsurface soil and ground water sampling program be conducted to determine the presence and/or extent of subsurface contamination in this portion of the study area.

1.1.e *Cimarron Street to South Nevada Avenue*: Although it is not clear if the site located at 1353 S. 8th Street was indeed a former landfill site, the data reviewed suggest the potential that it was a landfill site. Because the site is upgradient from the existing I-25 roadway south of Cimarron Street, historic aerial photos suggest surficial drainages ran from the site down toward Fountain Creek crossing the study area, and the proposed improvements to this portion of the interstate include retaining walls constructed along the west side of the interstate, we recommend limited sampling of subsurface soils be conducted in areas of proposed retaining wall construction.

With the exception of filing the final Site Cleanup Report and request for No Further Action (NFA) with the Colorado Department of Public Health and Environment, a fairly extensive UST removal and LUST site cleanup had been completed at the former filling station and car wash facilities located at the northeast corner of South Nevada Avenue and Arvada Avenue. As of the date of this report, construction of the Nevada Avenue/Tejon interchange was nearing completion. Based on the data reviewed, it is our opinion that there are likely no additional recognized environmental concerns associated with the proposed improvements to this portion of the study area.

1.1.f *South Nevada Avenue to South Academy Boulevard*: The Red Lion Hotel, an active LUST site, is identified as a recognized environmental condition and may potentially have affected the subsurface in the vicinity of the Circle/Lake/I-25 interchange. Due to the limited scope of improvements proposed in this area, we do not recommend additional site-specific investigations. If additional right-of-way property is required for the project improvements or if the subsurface must be disturbed in this area, we would then recommend an additional site specific, site investigation. Several suspect sites, including the Update Printing and the EMF Corporation Warehouse along Janitell Road east of the interstate, Front Range Camaros, Absolute Stripping/Plastic Media Blasting, Rocky Mountain Rotomilling and Custom Paint and Body located in warehouse structures east of the interstate between the railroad overpass and SH 85/87, and several auto body repair and painting businesses located northeast of the existing South Academy Boulevard/I-25 interchange, were identified in the study area. A LUST site was also identified at 1424 Burnham Street, at the northeast corner of the South Academy interchange. If right-of-way is required for

future project improvements or if the subsurface is disturbed in those areas, we would recommend additional site specific site investigations.

1.2 Paint Survey

Paint samples were collected and analyzed for total lead with a representative sample from each bridge analyzed for the 8 RCRA metals. Lead was detected above the detection limit on five of the subject bridges: in the green paint on the SH 105 bridge (mile 160); in the beige paint on the Academy Boulevard bridge (mile 150); in the green paint on the railroad bridge (mile 136a); in the green paint on the US 85/87 overpass bridge (mile 136), and; in the green paint on the South Academy Boulevard bridge.

Paint with detectable concentrations of the other RCRA metals was encountered on the SH 105 bridge (mile 160), the Interquest Parkway bridge (mile 153), the US 85/87 and railroad bridge overpasses (mile 136) and the South Academy Boulevard bridge (mile 135).

Toxic characteristic leaching procedure (TCLP) analysis should be performed on the paint samples with elevated metal concentrations if the paint debris or painted bridge components are disposed of at a landfill. These identified bridges should be managed under OSHA and EPA/CDPHE regulations. These regulations are discussed in Appendix E.

2.0 SITE DESCRIPTION

A map of the I-25 corridor from SH105 to South Academy Boulevard is presented on the attached Figure 1. The I-25 corridor study area has been subdivided into several smaller subsections for the purposes of this report. The individual study areas are presented below. The lettered subparagraphs for each subsection will remain constant throughout the report.

2.1 Study Area Descriptions

2.1.a *SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange*: The portions of the I-25 corridor covered in this section of the report extend between Exit 161 (SH105) in Monument, Colorado, south to Exit 147 (North Nevada Avenue/Rockrimmon Boulevard) in Colorado Springs,

Colorado. The North Nevada Avenue/Rockrimmon Boulevard interchange will be addressed in the subsequent Section 2.1.b.

2.1.b North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road: The portions of the I-25 corridor covered in this section of the report extend between Exit 147 (North Nevada Avenue/Rockrimmon Boulevard) south to approximately 0.25 miles south of Exit 146 (including Garden of the Gods Road) where North Douglas Creek crosses under the Interstate.

2.1.c Garden of the Gods Road to Bijou Street: The portions of the I-25 corridor covered in this section of the report extend from approximately 0.25 miles south of Exit 146 (Garden of the Gods Road) where Douglas Creek South crosses under the Interstate south to Exit 142 (Bijou Street). The Fillmore Street/I-25 interchange is included in this section of the report. The Bijou Street interchange will be addressed in the subsequent Section 2.1.d.

2.1.d Bijou Street to Cimarron Street: The portions of the I-25 corridor covered in this section of the report include Bijou Street interchange (Exit 142) and extend south to and include the Cimarron Street interchange (Exit 141).

2.1.e Cimarron Street to South Nevada Avenue: The portions of the I-25 corridor covered in this section of the report extend from south of Exit 141(Cimarron Street) south to Exits 139 and 140A (in the vicinity of the on and off ramps from I-25 onto South Nevada Avenue).

2.1.f South Nevada Avenue to South Academy Boulevard: The portions of the I-25 corridor covered in this section of the report extend from approximately Exits 139 and 140A (in the vicinity of the on and off ramps from I-25 onto South Nevada Avenue) south to and including Exit 135 (the South Academy Boulevard interchange.) Areas southeast of the confluence of Shooks Run and Fountain Creek are also included in this section of the report.

2.2 General Project Descriptions

The completed, on-going and proposed improvements along the I-25 corridor between SH105 and South Academy Boulevard was obtained from the Interstate25.com website. A map of the I-25 corridor improvements and their status is presented in the attached Appendix D. Images of the

proposed interchange improvements obtained from the website are also presented in Appendix D. Besides improving safety at the following interchanges on I-25, I-25 capacity will be improved in three phases. Phase I will widen I-25 to three lanes in both directions between South Circle Drive and Briargate Parkway. Phase 2 will widen I-25 to three lanes in both directions from Briargate Parkway to Monument Parkway. Phase 3 will add carpool lanes between US 24 bypass and Briargate Parkway and widen I-25 to three lanes in each direction from South Circle Drive to South Academy Boulevard.

2.2.a SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange: The Monument interchange reconstruction project is a stand-alone project. The proposed improvements to the Baptist Road and Northgate Road interchange consist of improving the safety and capacity of the interchange by modifying the intersection design and possibly re-aligning the local streets and frontage roads.

2.2.b North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road: At the North Nevada Avenue/Rockrimmon interchange, the preferred Alternative No. 10 was used as a guide to determine areas of property acquisition. The improvements proposed with this alternative include realignment of the Nevada Avenue/I-25 interchange and construction of on/off ramps north and south of the interstate. The proposed action is a split-diamond interchange with a half-diamond configuration located at Rockrimmon Boulevard and North Nevada Avenue. The half-diamonds will be connected via one-way collector/distributor roads paralleling the interstate. It does not appear that the proposed improvements will impact the existing businesses along the North Nevada Avenue Frontage Road, which are discussed in the following Section 2.7.b. The preferred improvements to the Garden of the Gods Road/I-25 interchange appear fairly limited, consisting of adding a second and eventually a third right-hand turn lane to the southbound off-ramp, and the addition of several traffic signals. Based on the documents reviewed, it does not appear any existing developed property or buildings will be affected by the proposed improvements.

2.2.c Garden of the Gods Road to Bijou Street: We understand the proposed improvements to the Fillmore Street interchange consist of a diamond interchange with Chestnut Street passing under Fillmore Street and Sinton Road being offset to the east. We understand property will be acquired on the northeast, northwest and southwest corners of the existing intersection to facilitate the design.

2.2.d *Bijou Street to Cimarron Street:* We understand the proposed improvements to the remainder of the Bijou Street/I-25 interchange will involve the reconstruction of the overpass bridge and acceleration/deceleration lane improvements. Some currently undeveloped land adjacent to the existing interstate will be acquired as part of the improvements. Between Bijou Street and Cimarron Street we understand the proposed improvements will consist of softening the curved sections of the interstate and improving sight-distances. At the Cimarron Street/ I-25 interchange, the proposed improvements include reconstruction of the overpass, a realignment to the south of Cimarron Street, and the construction of new on and off ramps. It appears several businesses and structures on the west side of the freeway, east of South Chestnut and south of West Cucharras Street, will be acquired as part of the proposed improvements to the Cimarron Street/I-25 interchange. The remainder of the impacted land consists primarily of vacant undeveloped land.

2.2.e *Cimarron Street to South Nevada Avenue:* Improvements are scheduled for the construction of additional lanes within the majority of this portion of the I-25 corridor project.

2.2.f *South Nevada Avenue to South Academy Boulevard:* Improvements to the Nevada/Tejon, 24 bypass and Circle Lake interchanges will accommodate additional lanes on I-25.

2.3 Topography

Topographic map coverage of the entire study area is presented within the database in Appendix C. The northern portion of the study area is situated on the southerly-sloping flank of the Palmer Divide, which separates the Platte River drainages to the north of the divide from the Arkansas River drainages to the south of the Divide. South of the divide, ground surfaces generally slope toward the freeway and Monument Creek, which flows south roughly parallel to the western side of the freeway. Several west-southwesterly flowing tributaries of Monument Creek cross the interstate between SH105 and Exit 147A (Corporate Center Drive). Monument Creek crosses under I-25 south of the North Nevada Avenue off-ramp from northbound I-25, then continues flowing south along the east side of Interstate 25. Prominent bluffs are located east and west of the corridor in the vicinity of the North Nevada Avenue/Rockrimmon Boulevard interchange. Prominent, gently easterly-sloping alluvial terraces are present along the west side of the corridor south of Garden of the Gods Road. An abandoned railroad grade runs roughly parallel to the west side of I-25

between the town of Monument and approximately Woodmen Road. Several easterly-flowing tributaries cross under the corridor between the North Nevada Avenue/Rockrimmon Boulevard interchange and South Academy Boulevard. Fountain Creek, which flows generally from northwest to southeast along Highway 24, merges with Monument Creek immediately north of the Cimarron Street/ I-25 interchange. South of the confluence, Fountain Creek flows to the east of I-25. Ground surfaces in the study area, south of Garden of the Gods Road, generally flatten to the east toward the lower floodplain terraces and active channels of Monument Creek and Fountain Creek. Elevations in the study area range from a high of approximately 7,050 feet above mean sea level at the north end of the study area on the Palmer Divide to a low of approximately 5,800 feet in the vicinity of the Fountain Creek floodplain near the southern boundary of the corridor project.

2.4 Geology

According to the "Geologic Map of the Colorado Springs-Castle Rock Area, Front Range Urban Corridor," by Trimble and Machette (1979); the geology along the corridor study area is characterized by Quaternary- to Recent-age alluvial floodplain and terrace deposits deposited upon gently northeasterly-dipping sedimentary bedrock. The bedrock mapped in the northern portion of the study area, extending from SH105 south to approximately the North Nevada Avenue/Rockrimmon interchange, consists of interbedded arkosic sandstone, claystone, and siltstone of the Upper Cretaceous to Lower Tertiary Dawson Formation. The prominent cliff-forming arkosic sandstone in the upper portion of the Dawson Formation forms Austin Bluffs, which outcrop to the east of the North Nevada Avenue/Rockrimmon interchange. From the North Nevada Avenue/Rockrimmon interchange south to approximately Garden of the Gods Road, bedrock underlying alluvial and colluvial deposits consists of the Upper Cretaceous Laramie Formation and the Cretaceous Fox Hills Sandstone. The Laramie Formation consists primarily of interbedded sandstone and claystone and contains mineable beds of lignite and sub-bituminous coal. The Fox Hills Sandstone consists primarily of sandstone. The more resistant sandstones in the Laramie Formation form the top of Popes Bluffs to the west of I-25 in this area. From approximately Garden of the Gods Road south, the bedrock underlying the corridor study area consists of the Upper Cretaceous Pierre Shale. The Pierre Shale typically consists of interbedded claystone and clayshale with occasional thin interbedded limestone, sandstone, and bentonite beds. The Rampart Range Fault, a high-angle generally north-south trending reverse fault, is mapped to the west of I-25 between SH105 and Cimarron Street. The Ute Pass Fault, generally characterized by several

low angle, northwest-southeast trending reverse faults, is mapped west of the corridor from approximately Cimarron Street south.

The map titled "Extent of Mining Map" for the Pikeview Quadrangle by Amuedo and Ivey (1981) indicates that portions of the study area between approximately Exit 147 (Rockrimmon Boulevard) and Exit 149 (Woodmen Road) are underlain by workings of the Pikeview Mine.

Kumar & Associates, Inc., personnel reviewed files at the Colorado Geological Survey concerning underground mining activities on the Woodmen Road and I-25 interchange. According to a report by Dames & Moore (1985), the Klondike Mine was located on and adjacent to the Woodmen Road and I-25 interchange. The mine was operated as a room and pillar coal mine from 1917 to 1920. The overburden thickness was approximately 500 feet. The report indicated an airshaft immediately adjacent to the east edge of the existing northeast interstate on-ramp and an airshaft approximately 550 feet north of Woodmen Road and 90 feet east of the northeast on-ramp. According to a report by Kumar & Associates, Inc. (1997), a shaft adjacent to the northeast ramp collapsed on April 16, 1979. The shaft was then capped to abate this collapse by the Colorado State Highway Department. The work performed to abate the collapse was summarized as follows:

“...Work commenced on Wednesday, April 25, 1979, with the excavation of dirt around the vertical shaft. A 6' x 12' culvert was wedged into the shaft along with creosote bridge timbers to form a seal. A dirt fill was placed over the seal to support the cap. Reinforced concrete was then laid over the dirt fill to form the cap. The abatement work alleviated the dangers posed by the shaft.”

It was identified that the shaft had the dimensions of 12 x 20 feet and was approximately 475 feet deep. The shaft was reportedly timbered from the bottom to within 5 feet of the surface. The subsidence risk associated with the mine was identified as very low to moderate in the report, as the mine and shaft has been backfilled and structurally capped. Based on information obtained from the previous MESA report prepared by Goodbee & Associates in September 2000, it appears these historic coal mines have a low potential to have contaminated the study area, and that coal methane accumulation is not a concern in this area.

2.5 Hydrogeology

According to mapping conducted by the Federal Emergency Management Agency (March 17, 1997), the portions of the study area situated within the 100-year and/or the 500-year floodplains

are typically limited to the active channels and adjacent floodplains of the tributaries to, and including, Monument Creek and/or Fountain Creek. Near the central portion of the study area, from approximately West Monument Street south to the Highway 24/Martin Luther King Bypass, most of the I-25 corridor (including on and off ramps) is mapped within the 100 and/or 500-year flood plain. This includes the I-25 underpass below Bijou Street, which is mapped in the 100-year floodplain and has a history of flooding during significant rainfall events.

According to the map “Depth to the Water Table in the Colorado Springs-Castle Rock Area, Front Range Urban Corridor, Colorado” by Hillier and Hutchinson (1980), the depth to the water table in unconsolidated alluvial deposits in the study area is generally expected to range from approximately 5 feet to greater than 20 feet. Seasonal fluctuations will likely occur in the water table. Deeper confined ground water may exist in the bedrock formations encountered in the study area.

Based on the surface topography, the mapped geology and hydrogeology in the study area, and the ground water information reviewed, we anticipate shallow, unconfined ground water in the study area is expected to flow toward Monument Creek and/or Fountain Creek, particularly within the existing tributary drainages and through the alluvial overburden soils, and then south along the present Monument Creek/Fountain Creek drainage channel, which generally flows north to south through the study area. The claystone and clayshale bedrock of the Pierre Shale, which underlies most of the southern portion of the study area from approximately Garden of the Gods Road South, will likely act as an aquitard or aquiclude, inhibiting deep infiltration of surface and shallow ground water into the bedrock.

2.6 Site History

A review of aerial photographs, historical maps, historical documents, City of Colorado Springs Directories and previous studies referenced in Appendix A was accomplished to evaluate the past uses of the corridor study area. Limited coverage by Sanborn Fire Insurance maps was available for portions of the study area from Taylor Street south to approximately the I-25/South Nevada Avenue interchange. When possible, the history narratives will focus on information provided by Sanborn maps and City Directories. The history narratives will focus primarily on areas of the corridor where property acquisitions and new construction will occur.

2.6.a *SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange:* According to the 1957 aerial photograph, the majority of the land surrounding the study area was vacant, undisturbed land. I-25 and the Denver/Rio Grande Western Railroad were visible trending north south in the study area. Old Denver Road and Baptist Road near the town of Monument were apparent. North Gate Boulevard and the construction of its interchange was visible northeast of the present day United States Air Force Academy (USAFA). The USAFA appeared to replace the Pine Valley Air Park in the 1950s. There were a few residences at this time, mostly evident in the town of Monument and near Woodmen Road. Scattered farmhouses were visible in the vicinity of the present day interstate. By the late 1970s, SH 105 trending east west on the east side of the interstate and north south on the west side of the interstate was apparent in Monument along with residential and commercial development on the north and west sides of I-25 and SH 105. It appeared that the Lewis Palmer High School was under construction. Two apparent gas stations were located on the northeast and northwest sides of the I-25/Baptist Road interchange. There appeared to be soil work and new building development on the USAFA property. In the mid 1980s, development continued in Monument on the north and west sides of I-25 and SH 105. The Briargate Parkway interchange adjacent to the USAFA appeared to be under construction. A landing strip was visible approximately 1-mile north of the North Gate Boulevard and a 0.25-mile west of I-25. Sewage disposal ponds were also visible approximately 1-mile north of the North Gate Boulevard and a 1/8-mile east of I-25. In the 1990s, an electrical facility was constructed southeast of the Lewis Palmer High School. Commercial and residential buildings were developed east of I-25 near North Gate Boulevard. The gas station that was located on the northeast side of the Baptist Road/I-25 interchange was replaced with a commercial building. In the 2000 aerial photo, the Interquest Parkway/I-25 interchange had been developed along with commercial and residential buildings northeast of the parkway.

2.6.b *North Nevada Avenue/Rockrimmon to Garden of the Gods Road:* In the 1949 aerial photograph, the old town of Pikeview, including several residences and coal processing facilities, were located in the vicinity of the present-day office complexes (including the former Texas Instruments facility at 5825 Mark Dabling Boulevard) west of Mark Dabling Boulevard, north of Rockrimmon Boulevard. U.S. Highway 85/87 was visible trending north south through the study area, in the present-day vicinity of North Nevada Avenue. Two railroad grades are visible, one east of US 85/87 and one in the present-day location parallel to Mark Dabling Boulevard (which was North Cascade Avenue at the time.) A relatively large meander of Monument Creek is situated in

the vicinity of the present day Rockrimmon/North Nevada Avenue Interchange. A small pond/lake was observed in the vicinity of where the present-day off-ramp from southbound I-25 splits onto southbound Nevada Avenue. What appeared to be a small residence was observed in the vicinity of the present-day off ramp from southbound I-25 onto Rockrimmon Boulevard. The remainder of the study area generally consisted of vacant, undisturbed land. Garden of the Gods Road was not present at the south end of the corridor study area. In the 1953 and 1957 photographs, the study area appeared to be relatively unchanged. In the 1963 photograph we observed I-25 in its present-day location. The portions of the old US 85/87 north of the on-ramp from Nevada Avenue onto northbound I-25 appeared abandoned. One small building was observed at the northeast end of the North Nevada Avenue Frontage Road. Garden of the Gods Road appeared continuous and in its present-day location. The Rockrimmon Exit was present, and the town of Pikeview appeared to contain numerous large trailers. The area east of I-25 and west of the present-day railroad grade (in the vicinity of the present-day Northpark Drive) had apparently been stripped of vegetation and graded, as had the area in the immediate vicinity of the Garden of the Gods Road/I-25 interchange, south to the abandoned railroad grade along Douglas Creek. In the 1970 photograph, we observed several more buildings in the area along the east side of the North Nevada Avenue Frontage Road. A review of City Directories indicated that since approximately 1969 until the present day, the businesses located along the North Nevada Avenue Frontage Road have consisted of mobile home and trailer sales, taverns, trucking companies, contractor supply businesses and light industrial businesses. Commercial development was visible north of Garden of the Gods Road, east of I-25. A portion of Northpark Drive was visible. A large building was observed at the southwest corner of Garden of the Gods Road and I-25. In the 1983 photograph, we observed extensive commercial development in the area along Northpark Drive and I-25, east of the I-25 alignment, in the vicinity of the Rockrimmon Boulevard/I-25 interchange and in the vicinity of the Garden of the Gods Road/I-25 interchange. In the 1992 photograph, additional development was observed in the vicinity of the Garden of the Gods Road/I-25 interchange. There was little apparent change observed between the 1992 and 2000 photographs.

2.6.c Garden of the Gods Road to Bijou Street: We understand that residential development occurred in portions of the corridor between Uintah Street and Bijou Street between 1874 and 1910. Apparently the Corley Coal and Teaming Company was located east of Pine Street, between West Boulder Street and West Platte Avenue. This company and numerous residences were removed during the subsequent construction of I-25 in the late 1950's. West Colorado Springs was platted in

the area north of Uintah Street to Columbia Street in 1888. This area consisted primarily of farm residences, and remained residential. Portions of the corridor south of Taylor Street to Bijou Street have remained primarily residential to the present-day. The Denver Road was observed in the 1949 aerial photograph, running roughly north-south through the study area. After construction of I-25 in the late 1950's, portions of the Denver Road east and west of I-25 were renamed Sinton Road and Chestnut Street, respectively. The Holland Dairy (presently the Sinton Dairy) was observed in its present-day location east of Monument Creek. According to City Directories, the dairy began operation in 1929. A pond was observed approximately 1600 feet north of the present-day Fillmore Street overpass in the footprint of I-25. A residence with a small adjacent pond and rectangular building were observed west of Chestnut Street in the central portion of the study area. The residence address is presently listed as 900 West Fillmore Street and is listed as a commercial business. Several small buildings were observed near the location of the present-day American Furniture Warehouse. Polk Street was observed crossing over Monument Creek from west to east.

The remainder of the study area was generally vacant with several small gullies running from west to east towards Monument Creek. In the 1957 photograph extensive quarrying activity was observed in the vicinity of the present-day Broderick and Gibbons plant, with the address of 1300 W. Fillmore Street, and to the south of the plant. Residential development was observed west of present-day Chestnut Street, in the MESA Springs neighborhood. I-25 and the Fillmore Street, Fontanero Street, Uintah Street and Bijou Street interchanges were visible in the 1963 aerial photograph. Commercial development was observed at the northwest corner of Fillmore Street and I-25 at the Palmer House Motel and the filling station (presently the Palmer House Conoco), and in the vicinity of the south end of Steel Drive and Sinton Road. Additional residential development was observed at the north and south ends of Chestnut Street, west of I-25. Between the 1963 and the 1970 aerial photograph, extensive commercial development occurred west of Chestnut Street (north of Fillmore Street) and along Steel Drive, east of I-25 and east of the railroad grade. The Holiday Village trailer park south of the Sinton Dairy, north of Fillmore Street and east of I-25 was observed in the 1983 photograph. In the 2000 photograph, the American Furniture Warehouse building was observed located on the southwestern portion of the study area. Numerous large warehouse buildings along the newly constructed Fillmore Heights Road were observed in the central portion of the study area, north of Fillmore Street.

2.6.d *Bijou Street to Cimarron Street:* Additional descriptions of the site history in this area are included in several of the previously referenced studies (Appendix A.) This report will address

those sites that, in our opinion, have historically had the greatest potential to impact the subsurface in the study area and in the areas of the proposed improvements. Land use in the areas surrounding this portion of the I-25 corridor appear to have been mostly industrial and commercial since the late 1800's. The Gold Cycle Mill and the Portland Gold Mine Corporation was located west of the present-day intersection of 8th Street and Moreno Street, and the Gold Cycle Mill was located northwest of the Portland mining operation. These operations apparently used a cyanide leaching process to extract gold from the ore. The tailings piles associated with these activities are visible to the south of U.S. Highway 24 and north of 8th Street, south of Fountain Creek. Based on the relative hydraulic isolation of the milling operations from the study area, we do not anticipate these sites have impacted the area of the proposed improvements. To the east of present-day I-25, the 1907 Sanborn map shows the Colorado Springs Light and Power Company Gas Works buildings along West Cucharras Street, (cross street Conejos Street), approximately one half block south of West Colorado Avenue. Based on the data reviewed, the Gas Works building opened in 1889 as the Colorado Springs Gas & Coke Company. Although the site is a historical risk for coal gasification, we do not anticipate the site will impact the proposed interchange improvements. The Wandell Coal and Wood Yard and the Haswell Iron Works, Foundry and Machine Shop were located east of Monument/Fountain Creeks, south of Cimarron Street. Residential development was observed in the area east of Fountain Creek, south of Colorado Avenue and north of Cimarron Street. City Directories from the 1950's for the study area indicated the Bob Crawford Texaco Service was located at 329 West Bijou. Numerous garages, salvage yards, automobile dealerships and auto body and parts shops were located in the areas west of present-day I-25 from the 1950s until the present-day. According to a chain of title search conducted for a previous Phase I ESA conducted by ESA, the Collier Lumber Company purchased the properties currently located at 221, 221A and 305 South Chestnut Street in 1923 and 1946. Prior to this, the 1907 Sanborn Maps indicate the portions of the site north of a now-abandoned railroad spur consisted of residential properties. Lumber mills apparently operated in this area between 1955 and 1989. The buildings associated with these operations were visible as of the date of this study. Other occupants of these properties apparently included the Roberts Oil Company at 527 West Cucharras Street in 1951, Cornelius Van and Heavy Hauling at 217 South Chestnut Street between 1953 and 1958, and a plumber's shop at 527 West Cucharras Street. A UST which subsequently leaked was installed at 221 South Chestnut Street in 1952. In the 1949 aerial photograph, we observed a large area devoid of vegetation and possibly burned in the vicinity of these properties, and also an east-west trending railroad grade running between the present-day 221 and 221A South Chestnut Street,

extending east of Monument Creek. The 1964 Sanborn map shows an auto parts store at the southwest corner of Pine Street and Bijou Street (301 West Bijou Street) and a filling station at the northwest corner (302 West Bijou Street). Budget Rent-A-Car is currently located at 301 West Bijou Street and Western Gas and Convenience is located at 302 West Bijou Street.

2.6.e Cimarron Street to South Nevada Avenue: The results of our previous MESA conducted for the Nevada Avenue/Tejon Street interchange in 1997 study indicate the site was generally agricultural and residential from the early 1900s to the 1950s. Although fertilizers, pesticides and herbicides may have been applied to the site when it was agricultural, there does not appear to be reason to suspect misuse or storage of these products on the site. It became more commercially developed along South Nevada Avenue and Tejon Street in the 1950s to 1970s after the construction of I-25 through the site, including the development of several gasoline stations along South Nevada Avenue and Tejon Street. It appears portions of I-25 south of Cimarron Street, roughly west of the present-day Martin Drake Power Plant, were constructed over a meander of Fountain Creek. The CDOT Engineering/Colorado State Patrol office and the buildings along Arvada Street were constructed in the early 1960s. The area changed from residential to commercial with numerous new and used vehicle dealerships, vehicle repair and service shops, motels, restaurants, and small shopettes in the 1970s to 1990s. Numerous historic (or current at the time of the 1997 MESA) businesses with the potential to impact the subsurface of the study area were identified in the vicinity of the Nevada Avenue/Tejon Street interchange. These businesses were discussed previously in the MESA. Many of these sites were removed during construction of the interchange, and remediation of one of the sites was complete as of the time of this report. See Section 3.4e for information on a potential former landfill located on the west side of I-25, between Cimarron Street and Nevada Avenue.

2.6.f South Nevada Avenue to South Academy Boulevard: Sanborn Map coverage was not available for this portion of the study area, as it was outside of the city limits at the time the Sanborn Maps were prepared. In the 1949 aerial photograph, the land use in area between the South Nevada Avenue interchange and the Circle/Lake/I-25 interchange, east and west of Fountain Creek, appeared to consist of agricultural with scattered farm buildings. Highway 85/87 and Lake Avenue were visible to the west of the future corridor. A farm with vacant grazing land was visible at the present-day location of the Al Kaly Shrine Farm, located at the southern terminus of Janitell Road. In the 1953 and 1957 photographs, a large residential development was observed to the

west of the future corridor. I-25, including the Circle/Lake interchange, was completed in the 1957 photograph from South Nevada Avenue south past what would eventually become the South Academy Boulevard interchange. Scattered commercial and light industrial development was observed west of I-25 in the vicinity of present-day Dusty Drive and Rand Avenue. A small residential development was observed at the northwest corner of the B Street/US 85/87 interchange west of the interstate. Vacant undeveloped land was observed in the remainder of the study areas east and west of the interstate. Harrison High School, located southeast of Circle Drive/I-25 interchange, was observed in the 1970 aerial photograph. A residential development was observed east of the interstate in the vicinity of present-day Cambridge and Hartford Streets. Circle Drive appeared continuous to the east of the Circle Drive/I-25 interchange. Additional commercial development was observed along Dusty Drive and to the east of I-25, north of Circle Drive. By 1983, extensive commercial and light industrial development had occurred in the area northeast of the Circle/Lake/I-25 interchange, including the Sheraton Motel. Commercial development was also observed southeast of Harrison High School along Janitell Road. One of these businesses, the Electronics Metal Refinishing (EMF) business at 3025 Janitell Road, apparently began operation in 1981. South Academy Boulevard and the associated I-25 interchange were also visible. By 1992, commercial/retail development was observed at the southwest corner of the Circle/Lake/I-25 interchange, and at the northeast corner of the South Academy Boulevard/I-25 interchange. City directories indicate the retail development at the South Academy Boulevard interchange first started in 1988. The US 24 bypass was visible, but only partially completed. In the 2000 photograph, the World Arena, parking lots, a man-made lake and several commercial and retail businesses were observed in the area south of Circle Drive and east of Venetucci Boulevard.

2.7 Site Observations

A site reconnaissance of the corridor study area between SH 105 and the North Nevada Avenue/Rockrimmon Boulevard Interchange was conducted by Mr. Derek Bowman and Ms. Leticia Belvo in December, 2001. A site reconnaissance of the corridor study area between the North Nevada Avenue/Rockrimmon Boulevard interchange and the South Academy Boulevard interchange was conducted by Mr. Peter Sturdivant over several days in December 2001 and January 2002. Site reconnaissance of the corridor study area between the Bijou Street interchange and the South Nevada Avenue interchange were conducted by Mr. Phil Kangas in April and May, 2001. The reconnaissance consisted primarily of a windshield survey of the existing I-25 corridor,

including on and off ramps, adjacent land areas and areas of known proposed future property acquisition. Mr. Kangas' visits included interviews with property owners. A summary of the site observations is presented on the attached Figures 2 through 13. Study area photographs are presented on the attached Figures 14 through 28.

2.7.a SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange: Land use in the town of Monument, was generally developed with residential and commercial buildings. SH 105 runs east to west over I-25 and through the town of Monument. Three gas stations were located on SH 105 in the study area. These gas stations include an Amoco Gas Station (1925 Hwy 105) located on the east side of I-25, a 7-Eleven (283 Hwy 105) and a Conoco (534 Hwy 105) both located on the west side of I-25. A grocery store and an auto mechanic shop (Rampart Car Care, 303 Hwy 105) were also located on the west side of I-25. Several other retail shops were located on or adjacent to SH 105.

The study area from the town of Monument to the Baptist Road interchange was mostly open or undisturbed land except for a few sporadic residences, the Lewis Palmer High School located 0.25-mile east of I-25, a Total Gas Station (1310 W. Baptist Road) located on the northwest quadrant of the Baptist Road/I-25 interchange and Brookhart Avenue, and the Brockharts Ace hardware and building center store located on the northeast quadrant of the interchange.

The study area south of the Baptist Road/I-25 interchange to the Interquest Parkway was mostly vacant or undisturbed land except for a landing strip and sewage disposal ponds located 0.25-mile west and east of I-25 respectively and approximately 1-mile north of North Gate Boulevard. The USAFA property also was present approximately 1-mile south of Baptist Road on the west side of I-25.

North Gate Boulevard, exit 156, and Gleneagle Drive, exit 156A were located approximately 2-miles south of Baptist Road. New residential communities were located in the distance to the east of I-25 and North Gate Boulevard with commercial office buildings (Oracle and Anthem) east of I-25 just north of Interquest Parkway. The west side of I-25 was mostly wooded.

The study area between Interquest Parkway and South Gate Boulevard on the west side was occupied with the USAFA and a scenic stop just north of Briargate Parkway, exit 151. Residential,

commercial buildings and an Intel office building were located to the east of I-25. Office, residential, and commercial buildings primarily occupied the study area between South Gate Boulevard and North Nevada Avenue. The Chapel Hills Mall was located southeast of the South Gate Boulevard/I-25 interchange. Woodmen Road was located approximately 1-mile south of South Gate Boulevard. This interchange was in the process of new construction improvements with commercial and office buildings occupying the northeast, northwest and southeast quadrants of this interchange. We observed numerous areas containing what was apparently imported fill material for the road improvements. We did not determine the source of the fill material, and do not expect that the fill materials contained deleterious or hazardous materials. The Westcott Fire Station #1 was located approximately 0.5-mile south of Woodmen Road to the east of I-25 on Vincent Drive. A residential development was visible just east of the fire station.

2.7.b North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road: Land use in the north portion of this study area, west of I-25 along Corporate Drive, was generally commercial and retail, with several hotels and a restaurant located in this area. Several small retail businesses were located east of the North Nevada Avenue on-ramp onto northbound I-25. These businesses include a machine shop (Pikes Peak Machinery, 5935 N. Nevada Avenue), a radiator repair shop (Dale's Front Range Radiator, 5927 N. Nevada Avenue), and a transmission shop (Nationwide Transmissions, 5905 N. Nevada Avenue), several manufactured home retail centers and a motorcycle retail/repair center. Numerous pieces of machinery and vehicles, tires, drums and metal refuse were observed behind the machine shop. Some petroleum staining of ground surfaces was observed in the vicinity of the machine shop and transmission shop. Based on information contained in a previous draft MESA completed by Goodbee & Associates in September 2000, the waste antifreeze and transmission fluid generated by these shops is periodically pumped and removed from the site. South of the overpass over Monument Creek, land use on the east side of I-25 between Mark Dabling Boulevard and I-25 is primarily light industrial, office and/or warehouse. South of this area, land use between Northpark Drive and I-25, south to Garden of the Gods Road, consists of a large landscaping supply yard, several warehouses, several office buildings, and occasional retail/warehouse buildings. AAMCO Transmissions at 432 Garden of the Gods Road, and an Amoco Filling Station at 428 Garden of the Gods Road, are located at the northeast corner of Garden of the Gods Road and the on ramp from Garden of the Gods Road on to northbound I-25.

A Texaco filling station is located on the south side of Garden of the Gods Road, east of the off ramp from southbound I-25 at 435 Garden of the Gods Road. West of I-25 in the areas south of the overpass over Monument Creek, land use consists primarily of a museum and several office complexes. Vacant land is present along the west side of I-25 from south of the office complexes for approximately 0.25 miles to an apartment complex situated along Rusina Road, west of the interstate. From the apartment complex south to the southern end of the on ramp from Garden of the Gods Road onto southbound I-25, land use is primarily restaurants, retail shops and hotels, with occasional scattered office buildings. A Phillips filling station and a Conoco filling station are located north and south, respectively, of Garden of the Gods Road, approximately 0.1 miles west of the I-25 overpass over Garden of the Gods Road. With the exception of minor surficial staining of the paved roads and the aforementioned staining associated with the shops located at the North Nevada Avenue on-ramp onto northbound I-25, we did not observe evidence of large-scale soil or surficial staining.

2.7.c Garden of the Gods Road to Bijou Street: Land use in the portions of the study area south of Garden of the Gods Road and north of Ellston, along the west side of I-25 is generally residential, with a technical college and several hotels and restaurants located at the southwest corner of Garden of the Gods Road and I-25. South Douglas Creek South of Ellston Street to Fillmore Street, land use consists of retail and commercial businesses. A Texaco filling station/convenience store was observed at 2930 Chestnut Street, at the southwest corner of the Chestnut Street/Fillmore Street intersection. The Palmer House Conoco, at 3006 Chestnut Street, was located on the northwest corner of the Fillmore Street/I-25 interchange. A Texaco Filling station was located on the southwest corner of the interchange. Several 55-gallon drums were observed behind the Helton Auto used car business at 770 West Fillmore Street, west of the Conoco station. Numerous areas of oil-stained pavement were observed in this area. Several recently constructed, steel frame warehouse-type structures and retail/office complexes were observed along Fillmore Ridge Height Road, a north-south trending road that intersects north of Fillmore Street. We did not observe any ASTs or hazardous materials stored around these structures. We did not enter any of the buildings. Several commercial businesses, including a Super Lube located at 975 W. Fillmore Street, were observed on the south side of Fillmore Street. South of the commercial businesses along the south side of Fillmore Street to the Bijou off ramp from southbound I-25, land use is generally single and multi-family residential. The American Furniture Warehouse and associated parking areas were observed at the intersection of Mesa Valley Road and Chestnut Street.

South of Garden of the Gods Road on the east side of I-25 along Sinton Road, land use consists primarily of warehouse and light industrial. High Country Truck Specialists, located at 4218 Sinton Road, is a truck repair warehouse. The results of a previous Phase II ESA conducted by Kumar & Associates for the High Country Truck Specialists property did not indicate any environmental conditions associated with the site. Douglas Creek and a parallel abandoned railroad grade cross under I-25 immediately south of the High Country Truck Specialists.

Land use on the east side of I-25, south of North Douglas Creek and west of Sinton Road, generally consists of commercial businesses, offices and storage businesses. Several machine shops were identified along this portion of the study area. Numerous large ASTs were observed outside the Sinton Dairy at 3801 Sinton Road, on the east side of Sinton Road. A Total filling station, formerly Diamond Shamrock, was observed at 3115 Sinton Road at the northeast corner of the Fillmore Street/I-25 interchange. A Ramada Inn hotel was observed to the north of the Total station. Construction associated with a northern extension of Steel Drive between Polk Street and Fillmore Street was observed south of Fillmore Street. Several landscaping supply and equipment rental businesses are located along the east side of Steel Drive, east of Sinton Road and a railroad grade. Several ASTs were observed outside these businesses. Numerous abandoned train cars, trolley cars and railroad construction equipment and materials were observed at the south end of Steel Drive. A small garage-type building with several drums was observed south of the Daniels Moving and Storage building at 2325 Sinton Road. South of Daniels Moving and Storage, land use along the east side of I-25 generally consists of railroad grade, south to Bijou Street. A service center facility for the City of Colorado Springs is located northeast of the Fontanero Street/I-25 interchange at 404 West Fontanero Street. We understand the facility has an electrical shop, vehicle maintenance and repair facilities, equipment storage facilities and refueling facilities.

At the Uintah/I-25 Interchange, we understand there are USTs at the Colorado College Physical Plant and at the 7-11 located in the northeast quadrant of the interchange. South of Uintah Street to Bijou Street, land use consists primarily of railroad grade bounded by the Monument Valley Park to the east. With the exception of surficial staining of the paved roads and parking areas in the study area we did not observe evidence of large-scale soil staining in the study area.

2.7.d *Bijou Street to Cimarron Street:* Previous site observations for the Bijou Street to Cimarron

Street portion of the study were conducted in July 2000 and December 2000. At the time of our visit in January 2002, the area surrounding the study area between Bijou Street and Cimarron Street was mostly commercially developed property. I-25 was adjacent to the west bank of Monument Creek and undeveloped land with a bike and pedestrian path was present along the east side of Monument Creek until its confluence with Fountain Creek north of Cimarron Street. To the north of the power plant, north of Cimarron Street and east of I-25 and Monument Creek was generally vacant, recently graded land that will eventually become Confluence Park. Commercial and industrial buildings were located to the east of the site, including several lumber yards and machine shops. A Colorado Springs Utilities gas facility was located at the southeast corner of Conejos Street and Colorado Avenue, east of Monument Creek. North of Colorado Avenue, land use consists of a several scattered warehouses and storage facilities located between the Monument Creek to the west and the railroad grade to the east.

The Budget Rent-A-Car and Western Gas and Convenience were observed at 302 and 301 Bijou Street, respectively, in the northwest quadrant of the Bijou Street/I-25 interchange. A 7-11 filling station was observed southwest of the interchange, at 329 Bijou Street. South of Bijou Street to Cimarron Street, we observed some undeveloped vacant land and an office complex.

South of the Walnut Street/Cucharras Street intersection, east of South Chestnut Street, north of Fountain Creek and west of the existing interstate we observed several buildings associated with the former Collier Lumber Company, including several salvage yards. Numerous junked automobiles, trucks and machines, junked appliances, household trash, drums, tires and vehicle parts were observed in the yard areas surrounding the buildings. Businesses currently located in what apparently were former lumber company buildings included two small garage buildings at 505 and 507 West Cucharras Street, an Auto Body Supply store at 221A South Chestnut Street, the SO CAL Speed Shop at 221 South Chestnut, the DMI Collision Center (auto repair) at 305 South Chestnut, and TECC Painting, Euro City Cycles and Martin Racing at 311 South Chestnut Street. At the extreme south end of Chestnut Street we observed another salvage yard with numerous vehicles and car parts, the Saunders salvage yard, at 331 South Chestnut. The prior lumber company properties and the Saunders salvage yard will all be impacted by the proposed widening of I-25 and construction of the south-bound off-ramp to Cimarron Street. Mr. Phil Kangas performed interior surveys of several of these properties in April and May of 2001. Recommendations regarding additional site assessments at those properties will be presented in

the Conclusions section of this report.

2.7.e Cimarron Street to South Nevada Avenue: The City of Colorado Springs Martin Drake Power Plant was located along the east side of I-25 between Cimarron Street and West Mill Street. There were coal piles located at the power plant as well as unidentified 55-gallon drums and various piles of steel debris and trash. To the south of the power plant was vacant land.

Construction activities associated with the Nevada Avenue/Tejon Street interchange reconstruction were observed in the study area during our site visit. We observed numerous areas containing what was apparently imported fill material for the road improvements. We did not determine the source of the fill material, and do not expect that the fill materials contained deleterious or hazardous materials. From Cimarron Street south along the west side of I-25 we observed a ditch paralleling the freeway. West of the ditch we observed an animal shelter, a large commercial area including Wal-Mart with an oil change center as well as several restaurants. South of the Wal-Mart we observed car dealerships, car mechanics and auto body shops associated with Motor City Drive, which roughly parallels I-25. South of the Tejon Street exit (Exit 140B) below the interstate we observed construction activities and equipment associated with the ongoing reconstruction project. On the east side of I-25, north to the Martin Drake Power Plant, we observed construction activities associated with the Nevada/Tejon interchange reconstruction. Vacant land west of Fountain Creek was observed east of the improvements. With the exception of surficial staining of the paved roads and parking areas in the study area we did not observe evidence of large-scale soil staining in the study area.

2.7.f South Nevada Avenue to South Academy Boulevard: The improvements to the portion of the I-25 corridor between the South Nevada Avenue/I-25 interchange to south of the Circle/Lake/I-25 interchange include the construction of additional lanes. We observed two service garages, several commercial warehouses and retail businesses northwest of the Circle/Lake/I-25 interchange, along Dustry Drive, Pando Avenue and Rand Avenue. Businesses and properties in this area included Heinz Bieri motors, which appeared vacant, Dave's Auto Repair, Wonder Bread, an apparently vacant office complex, a Kenworth maintenance shop with five maintenance bays, Colorado Sheet Metal, Tuff Shed, Sunstate Equipment, Colorado Machinery and a pipe and valve warehouse. A restaurant was observed in the northwest quadrant of the interchange. An unlined drainage ditch was observed running between I-25 and the businesses to the west. In the

northeast quadrant of the Circle Lake/I-25 interchange, we observed a Texaco station and a Conoco station. A Waste Management waste transfer station and a CDOT road maintenance facility, including a shed containing stockpiled sand, were observed north of the filling stations along Commercial Boulevard. In the southeast quadrant of Circle Lake/I-25 interchange we observed Harrison High School. South of Harrison High School, south of the newly constructed sound wall along Janitell Road, from north to south, we observed vacant land, a Activation One Security offices, Update Printing, a Deep Rock water warehouse, the EMF Corporation Warehouse, more vacant undeveloped land, a small office complex and a restaurant/golf course. South of the Al Kaly Shrine Mule farm, south of the railroad grade overpass over I-25, we observed an area containing several commercial warehouse structures, including D&J Pallet yard at 3665 Hwy 85/87, Front Range Camaros at 3675 Hwy 85/87, Absolute stripping/Plastic Media Blasting and Rocky Mountain Rotomilling at 3685 Hwy 85/87, and Bill's Custom Paint and Body at 3695 Hwy. 85/87. South of the US 85/87 overpass over I-25, we observed an abandoned night club building with a residential development to the south. At the southern end of Burnham Street in the northeast quadrant of the South Academy Boulevard/I-25 interchange, we observed several auto body repair and painting businesses in a small commercial retail center, with addresses ranging from 1424 to 1455 Burnham Street. The Doubletree Hotel, a small man-made lake and several retail businesses and restaurants were observed southwest of the interchange. South of the lake we observed the World Arena and associated parking and outbuildings south to approximately Bob Johnson Drive. Vacant land associated with Fort Carson was observed in the southwest quadrant of the South Academy/I-25 interchange. Several large water towers were observed northwest of the vacant land.

2.8 Paint Survey

The survey area includes the overpass and underpass bridge structures located along the subject I-25 corridor. The bridges were painted steel or concrete and included various shades of green and beige paint. Many of the bridges throughout the corridor were constructed with unpainted concrete. No prior paint survey results were available for the bridges. The paint survey consisted of observing the reasonably accessible areas of the bridges painted surfaces, assessing unique combinations of components, substrate and visible color, collection of representative paint chip samples, and submitting the samples to an accredited laboratory for analysis of lead content and the 8-RCRA metals. These analyses were done to determine if these structures should be managed under OSHA and EPA/CDPHE regulations for disposal purposes.

2.8.1 *Sampling Locations:* Thirty-one samples of paint were collected. The paint sample identification numbers were labeled using the approximate mile marker and sample number for that bridge (i.e. 135-1).

2.8.1.a *SH 105 to North Nevada Avenue/Rockrimmon Boulevard Interchange:* Four bridges were sampled through this portion of the corridor. Green paint (2 samples) on the east end of the metal portion of the Highway 105 bridge (mile 160), light brown paint (3 samples) on the east end of the concrete girder of the Interquest Parkway bridge (mile 153), beige (2 samples) and brown (1 sample) paint on the east end of the concrete portions of the eastbound Briargate Parkway bridge (mile 151) and the beige paint (4 samples) on the concrete girders of the east and west bound Academy Boulevard bridges (mile 150) were all sampled and submitted to an accredited laboratory for analysis of the 8-RCRA metals.

2.8.1.b *North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road:* One bridge was sampled through this portion of the corridor. The beige paint (3 samples) on the concrete girders and support walls on the south side of the Garden of the Gods Road bridge (mile 146) were sampled and submitted to an accredited laboratory for analysis of the 8-RCRA metals.

2.8.1.c *Garden of the Gods Road to Bijou Street:* Two bridges were sampled through this portion of the corridor. The dark and light beige paint (2 samples of each) located on the concrete girders and support walls on the north side of the southbound Fontanero Street bridge (mile 144) and the dark and light beige paint (2 samples of each) located on the girders and support walls on the north side of the north and southbound Uintah Street bridges (mile 143) were sampled and submitted to an accredited laboratory for analysis of the 8-RCRA metals.

2.8.1.d *Bijou Street to Cimarron Street:* No bridges were sampled through this portion of the corridor.

2.8.1.e *Cimarron Street to South Nevada Avenue:* No bridges were sampled through this portion of the corridor.

2.8.1.f *South Nevada Avenue to South Academy Boulevard:* Three bridges were sampled through

this portion of the corridor. The green paint with maroon undercoat (3 samples) located on the east end of the metal railroad bridge (mile 136a), the green paint (3 samples) on the east end of the metal US 85/87 overpass bridge (mile 136) and the green paint (2 samples) on the metal girders on the north side of the southbound South Academy Boulevard bridge (mile 135) were sampled and submitted to an accredited laboratory for analysis of the 8-RCRA metals.

2.8.2 Results of Laboratory Analysis: Following collection, the samples of paint were submitted to an accredited laboratory for analysis of lead content. In addition, one sample of each color of paint from all of the bridges throughout the project corridor was submitted to an accredited laboratory for analysis of the 8-RCRA metals. The samples were not analyzed for mercury content due to the lack of sample collected. The laboratory results are presented in Appendix D and are summarized in the table below:

(Mile Marker) SAMPLE ID	Arsenic (mg/Kg)	Barium (mg/Kg)	Cadmium (mg/Kg)	Chromium (mg/Kg)	Lead (%)	Selenium (mg/Kg)	Silver (mg/Kg)	Mercury (mg/Kg)
135-1	NA	NA	NA	NA	7.923	NA	NA	NA
135-2	135.5	BDL	BDL	5857	8.958	1590	BDL	IS
136-1	NA	NA	NA	NA	2.133	NA	NA	NA
136-2	BDL	218.6	BDL	7877	2.279	1983	BDL	IS
136-3	NA	NA	NA	NA	2.256	NA	NA	NA
136a-1	BDL	106.4	BDL	15603	5.217	3872	BDL	IS
136a-2	NA	NA	NA	NA	3.177	NA	NA	NA
136a-3	NA	NA	NA	NA	2.270	NA	NA	NA
143-1	BDL	179.6	BDL	BDL	BDL	BDL	BDL	IS
143-2	NA	NA	NA	NA	BDL	NA	NA	NA
143-3	BDL	238.9	BDL	BDL	BDL	BDL	BDL	IS
143-4	NA	NA	NA	NA	BDL	NA	NA	NA
144-1	BDL	BDL	BDL	BDL	BDL	BDL	BDL	IS
144-2	NA	NA	NA	NA	BDL	NA	NA	NA
144-3	BDL	BDL	BDL	BDL	BDL	BDL	BDL	IS
144-4	NA	NA	NA	NA	BDL	NA	NA	NA
146-1	BDL	BDL	BDL	BDL	BDL	BDL	BDL	IS
146-2	NA	NA	NA	NA	BDL	NA	NA	NA
146-3	NA	NA	NA	NA	BDL	NA	NA	NA
150-1	NA	NA	NA	NA	BDL	NA	NA	NA
150-2	BDL	BDL	BDL	BDL	0.042	BDL	BDL	IS
150-3	NA	NA	NA	NA	0.018	NA	NA	NA

(Mile Marker) SAMPLE ID	Arsenic (mg/Kg)	Barium (mg/Kg)	Cadmium (mg/Kg)	Chromium (mg/Kg)	Lead (%)	Selenium (mg/Kg)	Silver (mg/Kg)	Mercury (mg/Kg)
150-4	NA	NA	NA	NA	0.005	NA	NA	NA
151-1	BDL	BDL	BDL	BDL	BDL	BDL	BDL	IS
151-2	NA	NA	NA	NA	BDL	NA	NA	NA
151-3	BDL	BDL	BDL	BDL	BDL	BDL	BDL	IS
153-1	BDL	52.53	BDL	BDL	BDL	BDL	BDL	IS
153-2	NA	NA	NA	NA	BDL	NA	NA	NA
153-3	NA	NA	NA	NA	BDL	NA	NA	NA
160-1	NA	NA	NA	NA	1.276	NA	NA	NA
160-2	118.1	1629	BDL	5338	1.359	1462	BDL	IS

NA = Not analyzed for
 BDL = Below Detection Limit
 IS = Insufficient Sample

Lead was detected above the detection limit on five of the subject bridges: in the green paint on the SH 105 bridge (mile 160) at 0.359% and 1.276%; in the beige paint on the Academy Boulevard bridge (mile 150) at .042%, .018% and .005%; in the green paint on the railroad bridge (mile 136a) at 5.217%, 3.177% and 2.270%; in the green paint on the US 85/87 overpass bridge (mile 136) at 2.133%, 2.279% and 2.256%, and; in the green paint on the South Academy Boulevard bridge (mile 135) at 7.923% and 8.958%.

Paint with detectable concentrations of the other RCRA metals was encountered on the SH 105 bridge (mile 160), the Interquest Parkway bridge (mile 153), the US 85/87 and railroad bridge overpasses (mile 136) and the South Academy Boulevard bridge (mile 135).

Toxic characteristic leaching procedure (TCLP) analysis should be performed on the paint samples with elevated metal concentrations if the paint debris or painted bridge components are disposed of at a landfill. These identified bridges should be managed under OSHA and EPA/CDPHE regulations. These regulations are discussed in Appendix E.

2.9 Transformers

Colorado Springs Utilities (CSU) and Mountain View Electric were contacted concerning the polychlorinated biphenyl (PCB) content of electrical transformers located in the study area. Mountain View Electric responded via fax and indicated they had no transformers located within the existing I-25 corridor (fence to fence). CSU responded via fax and indicated they owned transformers along

I-25 from North Nevada Avenue to Interquest Parkway. CSU was also provided with the serial number and location of an additional 46 pole or ground mounted transformers observed immediately adjacent to the I-25 corridor south of Interquest Parkway to South Academy Boulevard. These transformer data are presented in the attached Appendix B. In addition to the aforementioned transformers, an additional thirteen pole-mounted canister-type transformers were observed in the vicinity of the buildings and businesses which will be affected by the proposed southbound off-ramp from I-25 onto Cimarron Street. Three were observed near 505 West Cucharras Street, three in front of 221A South Chestnut Street, six in front of 305 South Chestnut Street and one to the east of 305 South Chestnut Street. These transformers will likely have to be removed during the proposed construction of the southbound I-25 off-ramp onto Cimarron Street. All of the transformers observed appeared to be in relatively good condition with no obvious evidence of leaks or damage. It was determined after reviewing CSU records and/or receiving written responses from CSU that none of the identified transformers contain PCBs. The letter responses by CSU are included in Appendix B.

3.0 REGULATORY REVIEW

Government agencies were contacted and readily available documentation was reviewed in order to evaluate potential usage, storage, treatment and disposal of hazardous waste and petroleum products within the study area. Local agencies were contacted concerning records of spills or incidents involving hazardous substances or petroleum products, which could have resulted in potential on-site contamination. The database review was conducted in general accordance with the current ASTM standard for Phase I Environmental Site Assessments and our understanding of the CDOT requirements for this MESA. The records addressed in the lettered subsections under each numbered site type refer to the sections described under Section 2.1, Site Location. A copy of the database report by EcoSearch Environmental Resources, Inc., which also describes the following regulatory programs are included in Appendix C.

3.1. NPL Sites

No National Priorities List (NPL) sites or State Priorities List (SPL) sites were identified by the EcoSearch database search within a 1.0-mile radius of the entire corridor study area.

3.2 CERCLIS Sites

3.2.a *SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange:* No Active Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) sites were identified within a 0.5-mile radius of the study area. One CERCLIS No Further Remedial Action Planned (NFRAP) site was identified at the United States Air Force Academy, adjacent to the west portion of the corridor study area between SH 105 and North Nevada Avenue. Because it is listed as a NFRAP site and is generally hydraulically isolated and/or downgradient from the corridor, it is our opinion that this site has not impacted the subsurface of the study area between SH 105 and North Nevada Avenue.

3.2.b *North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road:* No Active CERCLIS sites were identified within a 0.5-mile radius of the study area. No CERCLIS NFRAP sites were identified within on or adjacent to this portion of the study area.

3.2.c *Garden of the Gods Road to Bijou Street:* No Active CERCLIS sites were identified within a 0.5-mile radius of the study area. No CERCLIS NFRAP sites were identified within or adjacent to this portion of the study area.

3.2.d *Bijou Street to Cimarron Street:* No Active CERCLIS sites were identified within a 0.5-mile radius of the study area. One CERCLIS NFRAP site was identified adjacent to this portion of the study area. The Colorado Springs Manufactured Gas Site at 101 South Conejos Street is located approximately 0.1 miles east of the subject site. In 1995, the United States Environmental Protection Agency sent a letter to the Environmental Services Division of the City of Colorado Springs detailing that the EPA schedule the site as No Further Action (NFA) as of May 2, 1995. The EPA noted that substances commonly associated with manufactured gas sites were not found in downgradient sampling of Monument Creek. An interoffice memo dated May 9, 1995, from the Colorado Springs Utilities Services Department specified that the NFA status was dependent on the site being left at its present condition. Any construction that could impact the soil or change the nature of the site would allow the EPA to re-open the case and change the status of the site. The site is in the assumed upgradient direction from the subject site with respect to ground-water flow but is not expected to have impacted the subject site, as Monument Creek would act as a hydrogeological barrier for contaminant migration onto the project site. Based on EPA data and our

understanding of the hydrogeology and proposed improvements in this area, it is our opinion this site will not impact the study area or proposed construction.

3.2.e *Cimarron Street to South Nevada Avenue*: No Active CERCLIS sites were identified within a 0.5-mile radius of the study area. No CERCLIS NFRAP sites were identified within on or adjacent to this portion of the study area.

3.2.f *South Nevada Avenue to South Academy Boulevard*: One Active CERCLIS site was identified at the DFAE Building 304 at the Fort Carson Army Base, southwest of the South Academy Boulevard interchange. The building identified is approximately 1 mile west of the study area, and is therefore outside of the ASTM specified 0.5-mile search radius. No CERCLIS NFRAP sites were identified within on or adjacent to this portion of the study area.

3.3 RCRA Sites

3.3.a *SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange*: One Resource Conservation and Recovery Act (RCRA) Corrective Action Data (CORRACTS) site was identified at the United States Air Force Academy, adjacent to the west side of the study area. The Corrective Action process for the site was terminated in 1996; therefore, it is not expected this site has impacted the subsurface of the study area.

No RCRA non-CORRACTS Treatment, Storage or Disposal (TSD) facilities were identified within a 0.5-mile radius of the study area between SH 105 and North Nevada Avenue.

No RCRA generator facilities were identified on or adjacent to the study area between SH 105 and North Nevada Avenue.

3.3.b *North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road*: Two RCRA CORRACTS sites were identified within a 1.0-mile radius of the study area. The former Texas Instruments Facility, located at 5825 Mark Dabling Boulevard, is located on the west side of Monument Creek approximately 0.03 miles west of the Rockrimmon Boulevard/I25 interchange. A plume of ground water contaminated with 1,1,1 trichloethane and 1,1 dichloroethene was detected in monitoring wells placed south and southeast of the property, under the parking lot and access

road south of the facility. A remediation system consisting of a ground water sparging and stripping system was installed in July 1995. ARCADIS G&M operated the remediation system until approximately January 2001, when the system was terminated. In an October 10, 2001 letter to the Colorado Department of Public Health and Environment (CDPHE), ARCADIS has requested No Further Action for the site based on laboratory results which show the previously-detected contaminants are no longer detected in the ground water. A copy of the ARCADIS letter is presented in Appendix B. Based on this information, it appears the contaminated ground water has been cleaned and therefore should not impact the subsurface of the study area.

The Western Forge Corporation, at 4607 Forge Road, is located approximately 0.63 miles west of the Garden of the Gods Road. The site stores and utilizes large quantities of halogenated and non-halogenated solvents, and other chemicals and heavy metals utilized in manufacture of metal products. A ground water release was reported at the facility in 1985. The facility is located upgradient from and north of Douglas Creek, which flows from northwest to southeast through the study area, crossing under I-25 approximately 0.25 miles south of Garden of the Gods Road. Based on the presumed direction of ground water flow, any contaminated ground water from Western Forge would likely flow to the south toward and within Douglas Creek. Based on the relatively great distance between the Western Forge facility and the hydraulic isolation provided by Douglas Creek, it is not expected that the Western Forge site has impacted the subsurface of the study area.

No RCRA TSD facilities were identified within a 0.5-mile radius of the study area.

Seventeen RCRA registered generator sites were identified adjacent to the corridor. Only the three sites listed below have reported violations.

Owner Name and Address (EcoSearch ID# in Parenthesis)	Distance/Direction From Site (Approx.)	Corrective Action Requested
XIMPAC Inc. 4829 Northpark Dr. (51)	0.075 miles east	No
Texas Instruments Inc. 5825 Mark Dabling Blvd. (12)	0.025 miles west	Yes

Analytical Development Corp 4405 N. Chestnut Dr. (156)	0.225 miles west	No
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The only site with a violation requiring corrective action (CORRACTs) is the Texas Instruments site, which was discussed previously. The XIMPAC site is hydraulically and topographically downgradient from the corridor study area. The Analytical Development Corp site is hydraulically isolated from the corridor study area. Based on this information, it is our opinion these RCRA generator sites have not impacted the subsurface of the study area:

3.3.c *Garden of the Gods Road to Bijou Street:* Two RCRA CORRACTS sites were identified within a 1.0-mile radius of the study area. The Penske Auto Center, located at 3020 North Nevada Avenue, and the KKTV Television studios, located at 3100 North Nevada Avenue. These sites are located 0.82 miles and 0.84 miles east, respectively, of the corridor, on the east side of Monument Creek, and the Corrective Action Processes at each site have been terminated. Therefore, it is our opinion these RCRA CORRACTS sites have not impacted the subsurface of the study area.

No RCRA TSD facilities were identified within a 0.5-mile radius of the study area.

Nine RCRA registered generator sites were identified adjacent to the corridor. Only two of the sites have reported violations. ITW Irathane Systems, located at 4045 Sinton Road, and Couture's Fabric Care, located at 219 North Cascade Avenue. The ITW site is located 0.035 miles downgradient from the study area. The Couture's Fabric Care Site is located on the east side of Monument Creek, 0.25 miles from the study area. None of the violations have required corrective action (CORRACTs), at these sites; therefore, it is our opinion that these sites have not affected the subsurface of the corridor study area.

3.3.d *Bijou Street to Cimarron Street:* No RCRA CORRACTS sites were identified within a 1.0-mile radius of the study area.

No RCRA TSD facilities were identified within a 0.5-mile radius of the study area.

Three RCRA registered generator sites were identified adjacent to the study area. One of these sites is the DMI Collision at 305 South Chestnut Street. A previous study indicates the site generates approximately 55 gallons of waste paint and paint thinner every two weeks, and the wastes are removed from the site and disposed or recycled. None of the sites have reported violations; therefore, it is our opinion that this site has not affected the subsurface of the corridor study area.

3.3.e *Cimarron Street to South Nevada Avenue*: No RCRA CORRACTS sites were identified within a 1.0-mile radius of the study area.

No RCRA TSD facilities were identified within a 0.5-mile radius of the study area.

Twenty-one RCRA registered generator sites were identified adjacent to the corridor. Only the three sites listed below have reported violations.

Owner Name and Address (EcoSearch ID# in Parenthesis)	Distance/Direction From Site (Approx.)	Corrective Action Requested
Owen Faricy Motor Co. 1133 Motor City Dr. (97)	0.125 miles west	No
Colorado Springs Jeep Eagle 1250 South Nevada Ave. (110)	0.14 miles north	No
Phil Long Ford - #3 1504 S. Corona Ave. (100)	0.13 miles south	No

None of the violations have required corrective action (CORRACTs) at these sites; therefore, it is our opinion that these sites have not affected the subsurface of the corridor study area.

3.3.f *South Nevada Avenue to South Academy Boulevard*: No RCRA CORRACTS sites were identified within a 1.0-mile radius of the study area.

One RCRA TSD facility, Reliable Sanitation at 1330 S. Royer Street, was identified within a 0.5-mile radius of the study area. No violations were reported at the facility, therefore, it is our opinion this site has not affected the subsurface of the study area.

Fifteen RCRA registered generator sites were identified adjacent to the corridor. Only two of the sites have reported violations. Rocky Mountain Materials, located at 1910 Rand Avenue, is situated

approximately 0.135 miles west of the corridor. The AVX Corp., located at 2435 Executive Circle, is located approximately 0.25 miles east of the corridor. None of the violations have required corrective action (CORRACTs) at these sites; therefore, it is our opinion that these sites have not affected the subsurface of the corridor study area.

3.4 Landfills

3.4.a *SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange:* No Colorado Hazardous Waste Sites (HWS) or Solid Waste Facility (SWF) sites were identified within a 0.5-mile radius of the study area.

3.4.b *North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road:* No Colorado HWS or SWF sites were identified within a 0.5-mile radius of the study area. Four Certificate of Designation Sites were identified in this portion of the study area in the previous Initial Site Assessment conducted by CDOT in December 1990. We understand a Certificate of Designation is a permit processed by the CDPHE and El Paso County Department of Health and Environment (EPDHE) for solid waste disposal sites or facilities. Based on the mapped locations of these sites, only two of these sites are potentially within the 0.5-mile radius of the project site. Both of these sites, identified as the 200 block of Lee Street at 4200 North Weber Street, and "Acreage located between North Cascade Avenue and Monument Creek," are situated on the east side of Monument Creek and therefore hydraulically isolated from the study area. Therefore, it is our opinion these sites have not impacted the subsurface of the study area.

3.4.c *Garden of the Gods Road to Bijou Street:* No Colorado HWS sites were identified within a 0.5-mile radius of the study area. One Colorado SWF site was identified approximately 0.45 miles east of the study area, on the west side of Monument Creek. The site is listed as the Old Rock Island Gravel Pit. The site was used as a landfill, was of unknown size, and may have contaminated ground water in the area. The EcoSearch database maps the site on the west side of Monument Creek. However, based on aerial photograph review and information from the "Environmental and Engineering Geologic Map for Land Use" Pikeview Quadrangle, by Robinson (1977), the site appears to be located on the east side of Monument Creek, at the western terminus of Karen Lane. Based on these data and the assumed hydraulic isolation of the site from the study area, we do not anticipate this site has impacted the subsurface of the study area. No Colorado

HWS sites were identified within a 0.5 -mile radius of the study area. One Certificate of Designation Site was identified approximately 0.3 miles west-northwest of the Uintah Street/I-25 interchange, at 980 Terrace Circle. According to the El Paso County Assessor's Office, the site has been a residential site since 1975 and was not developed prior to this date. The Assessor's records are presented in Appendix B. A review of historical aerial photographs back to 1949 did not indicate the presence of a landfill or suspect activities at the site. A single-family residence was observed on the site during our site visit, and we did not observe any indications of a prior landfill on the property or surrounding properties. Therefore, it is our opinion this site has not impacted the study area.

3.4.d *Bijou Street to Cimarron Street:* No Colorado HWS or SWF sites were identified within a 0.5-mile radius of the study area. One Certificate of Designation sites was identified in this portion of the study area. The site is identified as "Midland Place, east of I-25 and north of Cimarron Street." We could not locate Midland Place on recent or historic street maps; however, the description indicates the site is located on the east side of Monument Creek, and is hydraulically isolated from the study area. It is our opinion this site has not impacted the subsurface of the study area.

3.4.e *Cimarron Street to South Nevada Avenue:* No Colorado HWS sites were identified within a 0.5-mile radius of the study area. One Colorado SWF site was identified at the Martin Drake Power Plant, located approximately 0.155 miles southeast of the Cimarron Street/I-25 interchange. It is listed as an impoundment facility 1 to 10 acres in size. The waste is listed as a liquid chemical and the impact is listed as ground water. Because the site is both downgradient from the interchange and hydraulically isolated from the interstate, we do not anticipate this facility has impacted the subsurface of the study area. Five Certificate of Designation sites were identified in this portion of the study area. Three of the sites are situated within a 0.5-mile radius of the study area. One site was identified at 1353 S. 8th Street, approximately 0.4 mile west of I-25, southeast of the intersection of Automotive Drive and South 8th Street and north of a small office/retail complex. The site is located upgradient from the I-25 corridor. During the site visit, we observed a large area of vacant land with a "No Dumping" sign situated on it. No records were available for the site from the EPDHE or the Colorado Springs Fire Department. Historic aerial photographs from 1949 and 1953 suggest grading operations have removed vegetation in the vicinity of the site. Several buildings and two linear pits containing dark material were visible on the site. Several gullies trend to the east from the area toward the present-day location of Motor City Drive. The "Map Showing

Potential Sources of Gravel and Crushed-Rock Aggregate in the Colorado Springs-Castle Rock Area, Front Range Urban Corridor, Colorado” by Trimble and Fitch (1974) suggests a gravel pit was present on or near the site. What appeared to be a drive-in movie theatre was observed adjacent to, or partially over the old site in the 1963, 1970 and 1983 aerial photographs. The presence of the drive-in was confirmed during City Directory research. Mr. Ron Forlina with the solid waste department of the CDPHE Hazardous Materials and Waste Management Division was contacted regarding the site. He stated that no records existed for solid waste disposal at the site or at the address identified. A review of City Directories did not indicate the presence of a landfill or quarry on the site. The first listing for the address was in 1972 as the Pikes Peak Family Counseling and Mental Health Center. It is unclear from the data reviewed whether or not this site was a historic landfill site. Subsurface investigation may be warranted in downgradient areas along I-25 that will be impacted during construction. Another site is located approximately 0.2 miles east of the study area, east of Fountain Creek, with an address of 1029 Baltic Street. City Directory research indicates this site has been a residential site since 1942. Based on the hydraulic isolation of this site from the study area, we do not anticipate this site has affected the study area. The third site is identified only as “Between Fountain Boulevard and Costilla Street on bank of creek on Santa Fe Railroad property.” Historic topographic maps do not indicate the presence of a creek on the railroad right-of-way, and the listed location appears to be east of the existing railroad grade, east of Conejos Street. Based on this information and our understanding of the proposed improvements to the Cimarron Street/I-25 interchange, we do not anticipate this site will impact the proposed construction.

3.4.f *South Nevada Avenue to South Academy Boulevard:* No Colorado HWS sites were identified within a 0.5 -mile radius of the study area. Four Colorado SWF sites were identified by the EcoSearch database. Two of the sites are on Fort Carson and are outside of the 0.5-mile search radius. The Colorado Springs Waste Transfer Station is located at 1965 Commercial Drive, approximately 0.03 miles east and downgradient from the I-25 corridor. This transfer station is currently in operation. No impacts have been reported from the site, and no records for the site are on file with the EPDHE. Therefore, it is not expected this site has impacted the study area. The Hancock Depository is an active SWF located approximately 0.465 miles east of the study area, on the east side of Monument Creek at 1845 Hancock Drive. Based on the hydraulic isolation of this site from the study area, it is our opinion this site has not impacted the study area. Seven Certificate of Designation Sites were identified in the study area. One of the sites is the Colorado

Springs Waste Transfer Station discussed previously. The remaining six sites are located east of Fountain Creek and are hydraulically isolated from the study area. It is therefore our opinion these sites have not impacted the subsurface of the corridor study area.

3.5 Leaking Underground Storage Tank (LUST) Sites

3.5.a *SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange*: Eighteen LUST sites, representing thirty-eight LUST incidences, were identified within a 0.5-mile radius of the study area between SH 105 and North Nevada Avenue. These are listed below:

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status
7-Eleven #20308,283 Hwy 105 Monument, CO	0.100 mile west/ downgradient	Not active
Rampart Car Care 303 Hwy 105 Monument, CO	0.150 mile west/ downgradient	Active
Woodmoor Automotive 1949 Woodmoor Drive Monument, CO	0.265 mile east/ upgradient	Active
Chevron #70524 1925 Woodmoor Drive Monument, CO	0.315 mile east/ upgradient	Not active
Amoco #70529 1925 Woodmoor Drive Monument, CO	0.315 mile east/ upgradient	Active
Conoco Fuel Stop #06400 534 Hwy 105 Monument, CO	0.355 mile west/ upgradient	Active
Monument Texaco Inc. 581 Hwy 105 Monument, CO	0.395 mile west/ downgradient	Active
Monument Market Center 624 Hwy 105 Monument, CO	0.485 mile west/ downgradient	Not active
Shamrock 4136 1310 W. Baptist Road Monument, CO	0.060 mile west/ downgradient	One active One not active
Swifty Distributing 1220 W. Baptist Road Monument, CO	0.100 mile west/ upgradient	Not active

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status
Ford Microelectronics 9965 Federal Drive Colorado Springs, CO	0.455 mile east/ upgradient	Not active
Farm Crest Milk Store #07 8108 N. Academy Blvd. Colorado Springs, CO	0.360 mile east/ upgradient	Not active
Shamrock 4065 8105 N. Academy Blvd Colorado Springs, CO	0.365 mile east/ upgradient	Two not active
7-Eleven #27275 405 Woodmen Rd Colorado Springs, CO	0.005 mile west/ downgradient	Not active
Tiffany Square Mall 6805 Corporate Drive	0.075 mile west/ downgradient	Not active
Colorado Springs Fire Station #1 6615 Vincent Drive Colorado Springs, CO	0.110 mile east/ downgradient	Active

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status
Johnstown Savings Bank 888 Dublin Blvd. Colorado Springs, CO	0.230 mile east/ upgradient	Not active
United States Air Force Academy USAF Academy, CO	West/downgradient	Two active Seventeen not active

Thirty-five of the thirty-eight LUST sites are either listed as not active, meaning that they have been cleaned up to the satisfaction of the Colorado Department of Labor and Employment Oil Inspection Section (OIS), or are located topographically downgradient from the study area; therefore, they are not expected to have impacted the subsurface of the study area based on their listed status and location.

The Eco Search Database has Woodmoor Automotive, Chevron #70524 and Amoco #70529 LUST sites listed as different sites with conflicting addresses. According to OIS files and the street directories, Woodmoor Automotive and Amoco #70529 are located at the same address as the Chevron site, at 1949 Woodmoor Drive, just east of the interstate and north of SH 105 in Monument. The file reviewed states that Chevron has successfully removed the source of contamination to the satisfaction of the OIS and was granted a no further action letter on November 23, 1999. However, on March 8, 2001, a Change Status was issued along with a site assessment

request letter. Ground water contamination was present offsite. Therefore, this LUST site may have potential to impact the study area although the ground water flow direction was indicated to the east-southeast.

The Diamond Shamrock, located immediately adjacent to the west side of the I-25 corridor, at 1310 W. Baptist Road, is one of the LUST sites listed as active. It is currently a Total Gas Station #4136. Records reviewed at the OIS, states that ground water and the on-site soil are contaminated. Ground-water gradient maps show ground water flowing towards the north-northwest in this area thus downgradient from the corridor. The Corrective Action Plan in effect has continued to reduce the amount of contaminants in the soil and ground water through air sparging and soil vapor extraction. Future monitoring reports on this LUST site will need to be reviewed if this land is acquired for the widening of the interstate. Jeff Mustain, Manager of the store, stated there have been no recent spills.

The Conoco Fuel Stop, located in Monument at 534 Highway 105, just west of the interstate, is listed as active and potentially upgradient from the study area. The files reviewed at the OIS stated that the contamination is being remediated through air sparging and vapor extraction. Ground-water gradient maps show the ground water flowing to the south-southwest in this area. This LUST site has the potential to have impacted the subsurface of the study area and SH 105. Darlene, the shift lead, at Conoco stated that the store had monthly environmental inspections and she had no knowledge of any major spills or leaking tanks at this store. This is contradictory to information obtained at OIS and from the EcoSearch database.

Copies of the information obtained from the OIS on the three open and topographically upgradient LUST sites as well as others are included in Appendix B.

3.5.b North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road: Twenty-five LUST sites were identified within a 0.5-mile radius of the study area. Twelve of these sites are in the presumed downgradient direction from the corridor, and one of the sites is located on the east side of Monument Creek (hydraulically isolated.) Based on the presumed easterly or southeasterly direction of ground water flow in this portion of the I-25 corridor and the relative proximity of the LUST sites to the study area, it is our opinion that only the remaining twelve LUST sites listed below have the potential to affect the subsurface in the study area.

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status
Full Service Beverage Company 802 Garden of the Gods Road (214)	0.385 miles west / upgradient	Active
Texas Instruments 5825 Mark Dabling Blvd. (12)	0.025 miles west / upgradient	(See Section 3.3.b)
Federal Express 5550 Tech Center Drive (144)	0.19 miles west / upgradient	Inactive
Colorado Rental & Sales 5901 N. Nevada Avenue (59)	0.01 miles east / upgradient	Inactive

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status
Package Service Co. Property 650 Elkton Drive (133)	0.18 miles west / upgradient	Inactive
Midas Group LTD. 530 Garden of the Gods Road (31)	0.055 miles west / upgradient	Inactive
Amoco #3707 428 W. Garden of the Gods Road (57)	0.085 miles east / upgradient	Inactive
Conoco Breakplace #5 507 Garden of the Gods Road (24)	0.04 miles west / upgradient	Inactive
Garden of the Gods Road 66 #27611 506 W. Garden of the Gods Road (25)	0.04 miles west / upgradient	Inactive
Little Red Barn 615 Garden of the Gods Road (186)	0.3 miles west / upgradient	Inactive
Riviera Cabinets 618 W. Garden of the Gods Road (188)	0.3 miles west / upgradient	Inactive
RBM Precision Metal Products 720 Garden of the Gods Road (235)	0.475 miles west / upgradient	Inactive
7-Eleven 20240 725 W. Garden of the Gods Road(237)	0.485 miles west / upgradient	Inactive

The only site considered active, the Full Service Beverage Company, is located approximately 0.385 miles west of the existing alignment, on the north side of and adjacent to North Douglas Creek. Based on information obtained from the OIS, petroleum-impacted ground water has been detected off site, and a cleanup program is being implemented. Any contaminants which have leaked from this site and impacted the ground water would likely move to the south toward Douglas Creek. Based on the relative distance from this site to the corridor and the hydraulic barrier provided by Douglas Creek, we do not anticipate this site will impact the subsurface of the corridor study area. The information reviewed in Section 3.3 above regarding the Texas Instrument site indicates that the impacted ground water appears to have been successfully remediated. Based on

information obtained from the EcoSearch report, the OIS and the CDPHE, the remediation of all the remaining LUST sites is complete and the sites are considered inactive. Closure letters or OIS summary records for these twelve sites are presented in Appendix B. Based on these data, it is our opinion these twelve LUST sites have a low potential of impacting the study area.

3.5.c *Garden of the Gods Road to Bijou Street*: Twenty-four LUST sites were identified within a 0.5-mile radius of the study area. Twelve of these sites are either in the presumed downgradient direction from the corridor and/or are hydraulically isolated from the study area. Based on the presumed easterly and southeasterly direction of ground water flow in this portion of the I-25 corridor and the relative proximity of the LUST sites to the study area, it is our opinion that only the remaining ten LUST sites (representing twelve LUST incidences) listed below have the potential to affect the subsurface in the study area.

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status
Loaf N Jug #30 3625 N Chestnut St (38)	0.065 miles west / upgradient	Inactive
Shamrock 4073 (Total #2732) 3115 Sinton Rd (17)	0.035 miles east / upgradient	Active
Shamrock 4073 (Total #2732) 3115 Sinton Rd (18)	0.035 miles east / upgradient	Inactive
Conoco 3006 N Chestnut St (29)	0.05 miles west / upgradient	Inactive
Texaco 2930 N Chestnut St (46)	0.075 miles west/ upgradient	Inactive
Amoco #12010 (Helton Auto) 770 W Fillmore St (74)	0.105 miles west/ upgradient	Inactive
Super Lube 975 W Fillmore St (155)	0.225 miles west/ upgradient	Inactive
Broderick & Gibbons Inc 1300 W Fillmore St (230)	0.46 miles west/ upgradient	Inactive
City Colorado Springs Traffic Div. 404 W Fontanero St (96)	0.125 miles east/ upgradient	Inactive
Colorado Springs Main Garage 404 W Fontanero St (96)	0.125 miles east/ upgradient	Inactive
7-Eleven #13082 310 W Uintah St (56)	0.085 miles east/ upgradient	Inactive
CDOT Property (Formerly Mid-West Printers) 701 N Pine St (28)	0.045 miles west/ upgradient	Inactive

The OIS of the CDLE has issued NFA letters for eleven of the twelve sites (listed as inactive above.). The remaining active site, located at the Shamrock (currently the Total #2732) at the northeast corner of the I-25/Fillmore Street interchange involves suspected releases between 7/21/99 and 8/11/00, based on Statistical Inventory Reconciliation data. The data is inconclusive whether a release has occurred or not.

Based on the data reviewed and the nature of the proposed improvements in the vicinity of the LUST sites at the City of Colorado Springs facility on Fontanero Street and the 7-11 LUST site at the northeast corner of the Uintah Street/I-25 interchange, it is our opinion these sites have a low potential of impacting the study area. It appears that the proposed improvements to the Fillmore Street/I-25 interchange will directly impact part or all of the Total LUST site at the northeast corner of the interchange and the Helton Auto (Amoco) LUST site at the northwest corner of the interchange. Also, based on the close proximity of these two sites and the Conoco and Texaco sites to the proposed roadway improvements, it is our opinion that there is a potential that past releases from these LUST sites may have impacted the subsurface of the study area, and that the Total station may currently be impacting the subsurface of the study area.

3.5.d *Bijou Street to Cimarron Street:* Twenty-nine LUST sites were identified within a 0.5-mile radius of the study area. Twenty-one of these sites are either hydraulically isolated, or in the presumed crossgradient or downgradient direction from the corridor. Based on the presumed easterly and southeasterly direction of ground water flow in this portion of the I-25 corridor, the relative proximity of the LUST sites to the study area, it is our opinion that only the remaining eight LUST sites listed below have the potential to affect the subsurface in the study area.

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status
City Glass Co. Inc. 414 W. Colorado Avenue (3)	0.01 miles west/ upgradient	Inactive
Koscove Junk Yard 431 W. Colorado Avenue (5)	0.015 miles west/ upgradient	Inactive
Bill's Tool Rental 125 S. Chestnut St. (98)	0.13 miles west/ upgradient	Inactive
Pikes Peak Broadcasting Co. 3 S. 7 th St. (166)	0.25 miles west/ upgradient	No release
Coca Cola Bottling Co. 415 W. Pikes Peak Avenue (35)	0.06 miles west/ upgradient	Inactive

Western Convenience Store #108 302 W. Bijou St. (7)	0.015 miles west/ upgradient	Active
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Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status
Budget Rent-a-Car 301 W. Bijou St. (6)	0.015 miles west/ upgradient	Active
Firestone Store #2832 202 N. Cascade St. (176)	0.11 miles east/ upgradient	Inactive

The data obtained from the OIS for the Western Convenience Store indicate a CAP is ongoing at the site, and that a plume of petroleum-contaminated ground water extends to the south-southeast off the site. Based on the proposed improvements, the Western Convenience Store represents a recognized environmental condition and has likely affected the subsurface in the vicinity of the Bijou Street interchange. Data obtained from the OIS indicate that the soil samples taken during removal of a used oil UST from the Budget Rent-a-Car site were below Remedial Action Category (RAC) levels. However, due to improper reporting procedures, the OIS will not close the site until Budget Rent-a-Car submits the proper reports. Based on this data, it is our opinion the Budget Rent-a-Car site has a low potential of impacting the subsurface of the study area in the vicinity of the proposed improvements. The OIS has issued NFA letters for the remaining six sites, including the Pikes Peak Broadcasting Co. site, where apparently there was no confirmed release. It is our opinion these remaining six sites, including the Firestone Store located approximately 600 feet southeast of the terminus of the proposed improvements to Bijou Street, have a low potential of impacting the subsurface of the study area. The closure letters, OIS summary records and/or our notes taken during research at the OIS for all of these LUST sites are presented in Appendix C.

3.5.e *Cimarron Street to South Nevada Avenue*: Thirty LUST sites were identified within a 0.5-mile radius of the study area. Eighteen of these sites are either in the presumed downgradient or crossgradient direction from the corridor and/or are hydraulically isolated from the study area. Based on the presumed southeasterly direction of ground water flow in this portion of the I-25 corridor and the relative proximity of the LUST sites to the study area, it is our opinion that only the twelve LUST sites listed below have the potential to affect the subsurface in the study area.

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status
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Burkeen Motors 514-520 S. 8 th St. (185)	0.29 miles west/ upgradient	Inactive
Alpine Motor Sports Inc. 1020 Motor City Dr. (61)	0.09 miles west/ upgradient	Inactive
Ellegard Lincoln Mercury 945 Motor City Dr.	0.07 miles west/ upgradient	Inactive
Performance Nissan 990 Motor City Dr. (41)	0.07 miles west/ upgradient	Inactive
Perkins Chrysler Plymouth 1205 Motor City Dr. (129)	0.175 miles west/ upgradient	Inactive
Liberty Hyundai 1323 Motor City Dr. (130)	0.175 miles west/ upgradient	Inactive
Reilly Buick GMC Truck 1313 Motor City Dr. (131)	0.175 miles west/ upgradient	Inactive
Penkhus Motor Co. 1101 Motor City Dr. (43)	0.07 miles west/ upgradient	Inactive
Red Noland Cadillac Inc. 1260 Motor City Dr. (134)	0.18 miles west/ upgradient	Inactive
Circle K #3155 1406 S. Nevada Avenue Avenue (45)	0.07 miles south/ upgradient	Inactive
CDOT Colorado Springs 448 E. Arvada St. (33)	0.055 miles south/ upgradient	Inactive
Barker Motor Co. 1611 S. Nevada Avenue Avenue(167)	0.24 miles south/ upgradient	Inactive

Several of the sites listed on Motor City Drive were not plotted by EcoSearch on their map. The closure letters and OIS or CDPHE records for these sites are presented in Appendix B. Based on these data, it is our opinion the above-listed sites have not impacted the subsurface in the areas of proposed improvements. In addition to these sites identified by the EcoSearch database, an additional LUST site was located at the former La Casita restaurant, at the northeast corner of Arvada Street and South Nevada Avenue Street. A request for closure of the La Casita site is pending from Kumar & Associates, Inc. Testing of soils and ground water during the UST removal at the La Casita site indicates that the remaining levels of petroleum contamination in the soils are below the risk based screening levels and that ground water has not been impacted above ground water standards. References to the environmental site assessment reports associated with the La Casita site are presented in Appendix A.

3.5.f *South Nevada Avenue to South Academy Boulevard:* Numerous LUST sites were identified on the Fort Carson Army Base. However, all the identified sites are located more than 0.5 miles away from the study area. Eighteen LUST sites were identified within a 0.5-mile radius of the study area. The LUST site identified at 2380 S. Hancock Expressway (EcoSearch #218) was

misplotted and should be located approximately 1 mile northeast of the study area. Eight of these sites are either in the presumed southeasterly downgradient direction from the corridor and/or are hydraulically isolated from the study area. Based on the presumed direction of ground water flow in this portion of the I-25 corridor and the relative proximity of the LUST sites to the study area, it is our opinion that only the remaining ten LUST sites listed below have the potential to affect the subsurface in the study area.

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status
A&A Truck Lines Inc 1211 E Cheyenne Rd. (91)	0.115 miles west/ upgradient	Inactive
Central Colorado Equipment 1100 E Cheyenne Rd. (125)	0.165 miles west/ upgradient	Inactive
CDOT Colorado Springs Maintenance 2025 Commercial Blvd. (22)	0.035 miles east / downgradient	Active
Power Motive Corp 2239 Commercial Blvd. (9)	0.015 miles east / downgradient	Inactive
Continental Baking Co 1507 Dustry Dr (63)	0.09 miles west/ upgradient	Inactive
Dave's Auto Repair 1511 Dustry Dr (64)	0.09 miles west/ upgradient	Inactive
Rocky Mountain Materials 1910 Rand Ave (105)	0.135 miles west/ upgradient	Inactive
Red Lion Hotel (Currently Doubletree Hotel) 1775 E Cheyenne Mountain Blvd (202)	0.03 miles west/ upgradient	Active
7-Eleven #26683 2025 B St (145)	0.19 miles west/ upgradient	Inactive
Real Estate Investment Corp 1424 Burnham St (116)	0.15 miles east/ upgradient	Inactive

The OIS of the CDLE and the CDPHE have issued NFA letters for ten of the twelve sites (listed as inactive above) indicating cleanup at these sites is complete. It is also likely that the 7-11 site located at 2025 B Street is hydraulically isolated from the corridor, as it is situated on the north bank of an easterly-flowing tributary to Fountain Creek. The closure letters and/or OIS summary records for nine of the above ten sites are presented in Appendix B (no letters for the 7-11 were available from the OIS or the OIS website). OIS records indicate three Underground Storage Tanks (USTs) were closed at the CDOT facility at 2025 Commercial Boulevard, and that subsurface soils have been impacted at the site. A Site Characterization Report (SCR) was filed with the OIS in August 2001, requesting closure of the site. The SCR is presented in Appendix B. Because the CDOT

LUST facility is downgradient from I-25, and the location of the tanks and measured southerly direction of ground water flow at the site suggests contaminants will be carried away from the corridor, it is our opinion this active LUST site should not impact the subsurface of the corridor study area. The Red Lion Hotel (Currently the Doubletree Hotel), an active LUST site, is located near the intersection of Cheyenne Mountain Boulevard and Lake Avenue, and is upgradient from the Circle/Lake/I-25 interchange. The data obtained from the OIS website, presented in Appendix B, indicates a confirmed release was reported in September 1996, and that the tank is no longer in use. No other information was available according to personnel contacted at the OIS. Based on the lack of information regarding this site, there is a potential that it may have affected the subsurface at the Circle/Lake/I-25 interchange.

3.5.g *Unmappable LUST Sites*: One unmappable LUST site was identified in the database search as CDOT Colorado Springs. A NFA letter is on file with the OIS for the site and site cleanup was completed in August 1995. The OIS summary record information is presented in Appendix B. Therefore, it is not expected this site has affected the subsurface of the study area.

3.6 Registered Underground Storage Tank (UST) Sites

3.6.a *SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange*: Eight UST sites were identified within a 0.5-mile radius of the study area between SH 105 and North Nevada Avenue. These are listed below:

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status (* indicates the site is also a LUST site)
7-Eleven #20308 283 Highway 105 Monument, CO (69)	0.100 mile west/ downgradient	3 gasoline in use, 3 out of use*
Phillips 66 3 rd St & Hwy 105 Monument, CO (92)	0.120 mile west/ downgradient	3 out of use
Lewis Palmer High School 1300 Higby Road Monument, CO (70)	0.100 mile east/upgradient	1 out of use
Rampart Car Care 303 Hwy 105	0.150 mile west/ downgradient	4 out of use*

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status (* indicates the site is also a LUST site)
Monument, CO (113)		
Farm Crest Milk Store #03 5510 S. Hwy 85 & 87 Colorado Springs, CO (4)	0.010 east/upgradient	3 gasoline in use, 2 out of use*
7-Eleven #27275 405 Woodmen Rd Colorado Springs, CO (90)	0.115 mile west/ downgradient	3 gasoline in use
Johnstown Savings Bank 888 Dublin Blvd Colorado Springs, CO (159)	0.230 mile east/upgradient	1 out of use*
United States Air Force Academy USAF Academy, CO (250)	West/upgradient	Twenty-six tanks permanently out of use Nine currently in use
Shamrock 4136 1310 W. Baptist Road Monument, CO (34)	0.060 mile west/ downgradient	5 gasoline in use
Woodmoor Automotive 1949 Woodmoor Dr Monument, CO	0.315 mile east/ downgradient	Four active tanks Eight permanently out of use

Seven of the UST sites are also listed as LUST sites and were previously discussed. The other three UST sites are permanently out of use and not reported to have leaked; therefore, they are not expected to have impacted the subsurface of the study area.

3.6.b *North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road:* Thirteen registered UST sites were identified on or adjacent to this portion of the study area. Based on the presumed direction of ground water flow and the relative proximity of the UST sites to the study area, it is our opinion only the seven UST sites listed below have the potential to affect the subsurface of the study area.

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status (* indicates the site is also a LUST site)
Texas Instruments 5825 Mark Dabling Blvd. (12)	0.025 miles west	1 out of use*
Federal Express 5550 Tech Center Drive (144)	0.19 miles west	1 diesel in use*
Colorado Rental & Sales 5901 N. Nevada Avenue (59)	0.01 miles east	2 out of use*
Midas Group LTD. 530 Garden of the Gods Road (31)	0.055 miles west	3 out of use*
Amoco #3707	0.085 miles east	8 out of use*

428 W. Garden of the Gods Road(57)		
Conoco Breakplace #5 507 Garden of the Gods Road (24)	0.04 miles west	3 gasoline in use, 3 out of use*
Garden of the Gods Road 66 27611 506 W. Garden of the Gods Road(25)	0.04 miles west	3 gasoline, 1 diesel in use, 3 out of use*

An additional suspect UST site, the Amoco Transmissions shop, was observed during the site visit at 432 W. Garden of the Gods Road, behind the Amoco station. Past releases associated with the above UST/LUST sites were discussed previously under Section 3.5.b. Any future releases from these UST sites could potentially affect the subsurface of the study area.

3.6.c *Garden of the Gods Road to Bijou Street:* Fifteen registered UST sites were identified on or adjacent to this portion of the study area. Based on the presumed direction of ground water flow and the relative proximity of the UST sites to the study area, it is our opinion that only the ten UST sites listed below have the potential to have impacted the study area.

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status (* indicates the site is also a LUST site)
Loaf N Jug #30 3625 N Chestnut St (38)	0.065 miles west	3 Gasoline, 1 Diesel in use*
Shamrock 4073 (Total #2732) 3115 Sinton Rd (18)	0.035 miles east	3 Gasoline, 1 Diesel in use*
Conoco 3006 N Chestnut St (29)	0.05 miles west	4 Gasoline, 1 Diesel in use, 1 out of use*
Texaco 2930 N Chestnut St (46)	0.075 miles west	3 Gasoline, 1 Diesel in use*
Amoco #12010 (Helton Auto) 770 W Fillmore St (74)	0.105 miles west	4 out of use*
Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status (* indicates the site is also a LUST site)
Super Lube 975 W Fillmore St (155)	0.225 miles west	3 out of use*
Colorado Springs Main Garage 404 W Fontanero St (96)	0.125 miles east	8 out of use, 1 diesel, 2 gasoline, 1 hazardous substance in use*
Daniels Moving & Storage 2325 N. Sinton Road (27)	0.045 miles east	1 out of use
7-Eleven #13082 310 W Uintah St (56)	0.085 miles east	2 gasoline in use*

AP Harley Sales Co. 520 West Buena Ventura St. (19)	0.035 miles east	3 gasoline out of use
CDOT Property (The Printery) 701 N Pine St (28)	0.045 miles west	2 out of use*

Past releases associated with the above LUST sites were discussed previously under Section 3.5.c. The remaining two UST sites are not listed as non-compliant with the regulations and are not listed as leaking and are therefore not expected to have impacted the subsurface of the study area. Future releases from the UST sites that still have tanks in use could potentially affect the subsurface of the study area.

3.6.d *Bijou Street to Cimarron Street:* Sixteen registered UST sites were identified by the EcoSearch database review on or adjacent to this portion of the study area. Based on the presumed direction of ground water flow and the relative proximity of the UST sites to the study area, it is our opinion that only the three UST sites listed below have the potential to have impacted the study area.

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status (* indicates the site is also a LUST site)
Western Convenience Store #108 302 W. Bijou St. (7)	0.015 miles west	1 out of use*
Budget Rent-a-Car 301 W. Bijou St. (6)	0.015 miles west	3 gasoline in use, 6 out of use*
Coca Cola Bottling Co. 415 W. Pikes Peak Avenue (35)	0.06 miles west	3 out of use*

Past releases associated with the above LUST sites above were discussed previously under Section 3.5.d. Future releases from the UST sites that still have tanks in use could potentially affect the subsurface of the study area. Mr. Michael DeVriendt provided a copy of a Phase I ESA conducted for the property at 221 South Chestnut Street in September 1995. The ESA and Colorado Springs Fire Department (CSFD) records indicated a 2,000-gallon gasoline tank was installed on the property in 1952. Apparently this tank was leaking and was replaced with another 2,000-gallon gasoline tank in 1981. These records are attached in Appendix B. The prior Phase I ESA indicated that the second tank was removed from the site in 1989; however, the EcoSearch database search did not indicate this, and there were no records from the CSFD documenting removal of the tank. Photographs contained in the report suggest the UST site is located below a

concrete patch in a parking area adjacent to the southeast corner of the existing building. Based on these data and the impact that the proposed Cimarron interchange improvements will have on the subject property, it is our opinion that the presence of the USTs (including an apparent LUST) on the property at 221 South Chestnut Street represents a recognized historical environmental condition. Further site surveys, including subsurface investigation, should be conducted to determine if the prior USTs have impacted the subsurface of the study area.

3.6.e *Cimarron Street to South Nevada Avenue*: Fourteen registered UST sites were identified on or adjacent to this portion of the study area. Based on the presumed direction of ground water flow and the relative proximity of the UST sites to the study area, it is our opinion that only the five UST sites listed below have the potential to have impacted the study area.

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status (* indicates the site is also a LUST site)
Alpine Motor Sports Inc. 1020 Motor City Dr. (61)	0.09 miles west	1 out of use*
Circle K #3155 1406 S. Nevada Avenue (45)	0.07 miles south	2 out of use*
Hueberger Motors 1080 Motor City D.	0.07 miles west	1 gasoline, 1 used oil in use
Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status (* indicates the site is also a LUST site)
Penkhus Motor Co. 1101 Motor City Dr.	0.07 miles west	2 out of use*
J&S Auto Sales Inc. 1416 S. Nevada Avenue	0.10 miles south	1 out of use

Past releases associated with the three LUST sites above were discussed previously under Section 3.5.e. Future releases from the UST sites that still have tanks in use could potentially affect the subsurface of the study area.

3.6.f *South Nevada Avenue to South Academy Boulevard*: Numerous UST sites were identified on the Fort Carson Army Base. However, all the identified sites are located more than 0.5 miles away from the study area, and future releases from those sites should not affect the study area. Based on the presumed direction of ground water flow and the relative proximity of the UST sites to

the study area, it is our opinion that the ten registered UST sites listed below have the potential to have impacted the study area.

Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status (* indicates the site is also a LUST site)
A&A Truck Lines Inc 1211 E Cheyenne RD (91)	0.115 miles west	3 out of use*
Central Colorado Equipment 1100 E Cheyenne RD (125)	0.165 miles west	2 out of use*
CDOT Colorado Springs Maintenance 2025 Commercial Blvd. (22)	0.035 miles east	3 out of use*
Continental Baking Co (Wonder Bread) 1507 Dusty Dr (63)	0.09 miles west	2 out of use*
Rocky Mountain Materials 1910 Rand Ave (105)	0.135 miles west	5 out of use*
Total #2731 1420 Harrison Rd (152)	0.21 miles west	3 out of use*
7-Eleven #23546 1402 Harrison Rd (149,154)	0.20 miles east	3 gasoline in use*
Taylor Fence Company 1410 Dusty Drive	0.135 miles east	2 out of use
Owner Name and Address (EcoSearch ID# In Parenthesis)	Distance/Direction From Site (Approx.)	Status (* indicates the site is also a LUST site)
US West Communications 1440 Pando Avenue (107)	0.135 miles east	1 out of use
Paul Haeffron 1425 Burnham St (117)	0.15 miles east	4 out of use

In addition to the above sites, two additional sites were noted during the site visit. A Texaco filling station is located at 2890 South Circle Drive, at the northeast corner of the Circle Drive/I-25 Interchange. Another potential UST site was observed at the Heinz Bieri Motors at 1545 Dusty Drive. With the exception of the 7-Eleven at 2025 B Street and the site at 1425 Burnham Street, all of the sites are located in the vicinity of the Circle Drive/I-25 interchange. Past releases associated with the above LUST sites were discussed previously under Section 3.5.f. The remaining three UST sites are not listed as non-compliant with the regulations and are not listed as leaking and are therefore not expected to have impacted the subsurface of the study area. Future releases from the UST sites that still have tanks in use could potentially affect the subsurface of the study area.

3.7 ERNS

3.7.a *SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange:* No Emergency Response Notification System (ERNS) sites were identified within the study area. between SH 105 and North Nevada Avenue Avenue.

3.7.b *North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road:* No Emergency Response Notification System (ERNS) incidents were identified by the database search on the corridor study area. However, one ERNS incident was found on the National Response Center web site. The incident involved the release of 1,500 gallons of asphalt south of the Rockrimmon Boulevard at I-25 on February 12, 1999. A Colorado Springs Gazette newspaper article from February 13, 1999 reported the asphalt could not seep into the frozen ground, and that none of the asphalt leaked into Monument Creek. It also stated the hardened asphalt was cleaned up by 3:30 p.m. on February 12. Based on these data, it appears the asphalt has not affected the subsurface of the study area.

3.7.c *Garden of the Gods Road to Bijou Street:* One ERNS incident, covered in three separate reports, occurred in the vicinity of the Uintah Street/I-25 interchange. The incident involved the spill of 25 tons of uranium ore on I-25. The report states the spill was cleaned up and that 100 percent remediation of the site was done. Therefore, it is our opinion that this ERNS incident has not affected the study area.

3.7.d *Bijou Street to Cimarron Street:* No Emergency Response Notification System (ERNS) sites were identified within the study area.

3.7.e *Cimarron Street to South Nevada Avenue:* No Emergency Response Notification System (ERNS) sites were identified within the study area.

3.7.f *South Nevada Avenue to South Academy Boulevard:* One ERNS incident was identified in the study area on the existing CDOT Right-of-Way. The incident involved the release of 1,500 gallons of gasoline from a tanker truck that overturned on Exit 139 on August 21, 2001. According to the report, soil along the exit ramp was affected, the release was isolated and secured, and

cleanup was underway as of August 24, 2001. Two additional spills were identified in the previous ISA conducted by CDOT in December 1990 in the study area. An unidentified solvent spill was reported at the EMF warehouse at 3025 Janitell Road. No other information about this spill was known. Another ERNS incident apparently occurred north of the EMF warehouse at 2853 Janitell Road, involving a spill of 17 pounds of Gallium Arsenide. These two incidents on Janitell Road may be significant if future ROW acquisitions occur along this portion of the I-25 corridor.

3.8 Above-Ground Storage Tanks (ASTs)

Seventy-eight Colorado registered AST sites were identified by the database search. Sixty-six of the registered AST sites were located on the USAFA property or Fort Carson Army Base. Numerous additional ASTs were observed in the vicinity of the study area during the site visits. With the exception of the miscellaneous storage drums and other containers situated in the vicinity of the filling stations located at the Fillmore Street/I-25 interchange and on the west side of I-25 in the vicinity of the proposed southbound off-ramp from I-25 onto Cimarron Street, we did not observe ASTs during the site reconnaissance that have been or will be directly affected by the proposed construction activities,

3.9 Fire Departments

The fire departments for Colorado Springs (CSFD), Westcott, Monument, Tri Lake, and the Air Force Academy were contacted concerning environmental incidents on or in the vicinity of the portions of the corridor study area between Monument and the North Nevada Avenue/ Rockrimmon interchange. As of the date of this report, we have not yet received a response from the Tri-lake, and Westcott Fire Departments. Captain Tom Estburn, from the Monument Fire Department, stated via telephone that to the best of his knowledge he knew of no environmental incidents on or in the vicinity of the study area. The Air Force Academy responded via telephone, and stated that we could not obtain any information through them until we received permission through the Freedom of Information Act. Therefore, their records were not readily accessible and were not reviewed for this report. The CSFD responded by letter, stating they had one record of an AST installation permit application in the area. There were no records of this tank leaking. A copy of their letters is included in Appendix B. The CSFD was also contacted regarding environmental incidents on or in the vicinity of the portions of the corridor study area between North Nevada Avenue/Rockrimmon interchange and the South Academy Boulevard interchange. The CSFD responded by letter,

presented in Appendix B, indicating there are no hazardous materials incidences or spills or UST/AST records for this portion of the study area.

3.10 El Paso County Department of Health and Environment (EPDHE)

The EPDHE was contacted concerning environmental incidents on or in the vicinity of the study area. Ms. Janet Christianson responded via telephone indicating they were not aware of any major environmental problems specific to the subject area. They had records of three spills involving petroleum products that had occurred near exits 148, 149, and 150. None of these three incidents are expected to have impacted the subsurface of the study area. The EPDHE also indicated there was a UST site located at Baptist Road and I-25. This UST site was discussed in section 3.6.a of this report.

4.0 CONCLUSIONS

This report presents the results of a Modified Environmental Site Assessment (MESA) performed for the proposed improvements to I-25 between SH105/I-25 interchange and South Academy Boulevard/I-25 interchange in El Paso County, Colorado. The corridor study area includes approximately 26 miles of asphalt or concrete-paved, four to six-lane freeway including on and off ramps.

The study was performed in general accordance with ASTM E 1527-00, A Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process and our understanding of the Colorado Department of Transportation (CDOT) requirements for this MESA. The purpose of the MESA was to identify potential recognized environmental conditions in connection with the corridor study area and to qualify for the innocent landowner defense to the Comprehensive Environmental Response Compensation and Liability Act (CERCLA). The MESA is also a requirement of the National Environmental Policy Act (NEPA) for all Federally funded projects and is useful in evaluating potential health and safety issues for project personnel. Recognized environmental conditions, as defined in ASTM E 1527-00, are conditions that indicate an existing release, a past release or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water or surface water of the site. There were no other exceptions to, or deletions from this practice for the assessment of

this property. A listing of the references and documentation and previous studies used to complete this study is presented in Appendix A.

4.1 Study Area Conclusions

Potential environmental concerns associated with each of the study areas will be discussed separately under each lettered subparagraph.

4.1.a *SH105 to North Nevada Avenue/Rockrimmon Boulevard Interchange*: Based on the current alternative design improvements and the data reviewed, the following LUST sites are identified as recognized environmental conditions and further assessment is recommended for right-of-way property acquisition.

1. The Diamond Shamrock, located adjacent to the I-25 corridor, at 1310 W. Baptist Road, is listed as an active LUST site and topographically downgradient. The ground water and the on-site soil are contaminated. The Corrective Action Plan in effect has continued to reduce the amount of contaminants in the soil and ground water through air sparging and soil vapor extraction. This LUST site may have potential to impact the study area if it is acquired for the widening of the interstate. We recommend continuing to review the semiannual monitoring reports prepared by Higgins an Associates. These reports will provide information pertaining to the extent of ground water contamination and possible off-site migration. If this land is acquired for the purpose of improving the interstate, we recommend a surface an subsurface study to evaluate the presence of potential fuel contaminants.
2. The Conoco Fuel Stop, located in Monument at 534 Highway 105, is listed as an active LUST site and is located upgradient from the I-25 and Hwy 105 intersection. Soil remediation has been conducted on the LUST site; however, the ground water in the area has been impacted from the gasoline release. The ground water beneath the site flows toward the study area to the south-southwest and may impact the study area. If this land is to be acquired for the purpose of improving the interstate, we recommend continuing to review the quarterly monitoring reports and to perform a surface and subsurface investigation. This investigation will evaluate the presence of potential fuel contaminants in

the area of project activities. The monitoring reports are prepared by Secor International Incorporated and provide information pertaining to the direction of ground water flow during different times of the year and the extent of ground water contamination and possible impact to the study area.

3. The Amoco Gas Station, located in Monument at 1949 Woodmoor Drive, was previously granted a no further action letter on November 23, 1999. However, on March 8, 2001, a Change Status was issued along with a site assessment request letter. Ground water contamination was present offsite. Therefore, this LUST site may have potential to impact the study area. Future monitoring reports should be reviewed to provide information pertaining to the direction of ground water flow during different times of the year and the extent of ground water contamination and possible impact to the study area.

4.1.b *North Nevada Avenue/Rockrimmon Boulevard to Garden of the Gods Road:* Several suspect businesses, including a machine shop (Pikes Peak Machinery, 5935 N. Nevada Avenue), a radiator repair shop (Dale's Front Range Radiator, 5927 N. Nevada Avenue), and a transmission shop (Nationwide Transmissions, 5905 N. Nevada Avenue), were observed at the north end of the North Nevada Avenue Frontage Road. Based on our understanding of the proposed improvements to this portion of the I-25 corridor and the data reviewed as of the date of this report, it does not appear that the proposed improvements will impact these businesses. A review of the current federal and state regulatory agency databases and previous studies did not indicate the presence of other environmental concerns to the proposed improvements. Based on these data, it is our opinion that there is no evidence of recognized environmental conditions in connection with the study area.

4.1.c *Garden of the Gods Road to Bijou Street:* Based on the current alternative design improvements and the data reviewed, the following LUST sites are identified as recognized environmental conditions and further assessment is recommended for right-of-way property acquisition.

1. The Total #2732 station at 3115 Sinton Road. The Sinton Road alignment alternatives both would require a total or partial take of this property. There have

been two separate LUST events at this site, and one is listed as active and one is listed as inactive.

2. The Conoco Station at 3006 N. Chestnut Street and the Amoco Oil #12010 station at 770 West Fillmore Street (currently the Helton Auto Used Car Sales). The Chestnut Street alternatives as well as the widening of Fillmore Street to the north would require a total or partial take of these properties. Onsite gasoline and diesel contamination at the 3006 N. Chestnut Street site have been identified in both the groundwater and soil according to a Site Characterization Report obtained from OIS and dated April 1, 2002. The Amoco Oil #12010 station at 770 West Fillmore Street is located directly adjacent to the west of the above mentioned Conoco station and has been granted a no further remedial action letter by OIS.
3. The Texaco #48 Station at 2930 North Chestnut Street. The Chestnut Street alternatives on the south side of Fillmore could require a total or partial take of this property. The LUST site is listed as inactive; however, based on past releases, it is our opinion that there is a potential to have impacted the subsurface of the subject site.

The other LUST sites are also recognized environmental conditions and depending on whether right-of-way property is required for the project improvements or if the subsurface is disturbed in those areas, we would then recommend additional site specific site investigations.

4.1.d *Bijou Street to Cimarron Street*: Based on the current alternative design improvements and the data reviewed, the following sites are identified as recognized environmental conditions and further assessment is recommended prior to initiation of construction activities.

1. The Western Convenience Store located at 302 West Bijou Street. A CAP is currently ongoing to clean up a plume of petroleum-contaminated ground water that has migrated southeast off the subject property. The contaminated ground water could potentially affect the proposed construction and improvements to the Bijou Street overpass. We recommend a review of future monitoring reports to provide information on the extent of ground water contamination and possible impact to the study area.

2. The properties located south of Walnut Street/Cucharas Street intersection, east of Chestnut Street, north of Fountain Creek and west of the existing interstate (221, 305 and 331 South Chestnut). The proposed southbound off-ramp from I-25 onto Cimarron Street will impact portions of all of these properties.
3. It is our opinion that the presence of a prior LUST/UST on the property at 221 South Chestnut Street, and the historic and present-day use of the yard areas on these properties as salvage yards indicates the potential for subsurface soil and/or ground water contamination. We recommend a subsurface soil and ground water sampling program be conducted to determine the presence and/or extent of subsurface contamination in this portion of the study area.

4.1.e *Cimarron Street to South Nevada Avenue*: Although it is not clear if the site located at 1353 S. 8th Street was indeed a former landfill site, the data reviewed suggest the potential that it was a landfill site. Because the site is upgradient from the existing I-25 roadway south of Cimarron Street, historic aerial photos suggest surficial drainages ran from the site down toward Fountain Creek crossing the study area, and the proposed improvements to this portion of the interstate include retaining walls constructed along the west side of the interstate, we recommend limited sampling of subsurface soils be conducted in areas of proposed retaining wall construction.

With the exception of filing the final Site Cleanup Report and request for No Further Action with the CDPHE, a fairly extensive UST removal and LUST site cleanup had been completed at the former filling station and car wash facilities located at the northeast corner of South Nevada Avenue and Arvada Avenue. As of the date of this report, construction of the Nevada Avenue/Tejon interchange was nearing completion. Based on the data reviewed, it is our opinion that there are likely no additional recognized environmental concerns associated with the proposed improvements to this portion of the study area.

4.1.f *South Nevada Avenue to South Academy Boulevard*: The Red Lion Hotel, an active LUST site, is identified as a recognized environmental condition and may potentially have affected the subsurface of the study area. Due to the nature of the proposed improvements in this area, we do not recommend additional site-specific investigations. If additional right-of-way property is required

for the project improvements or if the subsurface must be disturbed in this area, we would then recommend an additional site specific site investigation. Several suspect sites, including the Update Printing and the EMF Corporation Warehouse along Janitell Road east of the interstate, Front Range Camaros, Absolute Stripping/Plastic Media Blasting, Rocky Mountain Rotomilling and Custom Paint and Body located in warehouse structures east of the interstate between the railroad overpass and SH 85/87, and several auto body repair and painting businesses located northeast of the existing South Academy Boulevard/I-25 interchange, were identified in the study area. A LUST site was also identified at 1424 Burnham Street, at the northeast corner of the South Academy interchange. If right-of-way property is required for future project improvements or if the subsurface is disturbed in those areas, we would then recommend additional site specific site investigations.

4.2 Paint Survey

Lead was detected above the detection limit on five of the subject bridges: in the green paint on the SH 105 bridge (mile 160); in the beige paint on the Academy Boulevard bridge (mile 150); in the green paint on the railroad bridge (mile 136a); in the green paint on the US 85/87 overpass bridge (mile 136), and; in the green paint on the South Academy Boulevard bridge.

Paint with detectable concentrations of the RCRA metals was encountered on the SH105 bridge (mile 160), the Interquest Parkway bridge (mile 153), the US 85/87 and railroad bridge overpasses (mile 136) and the South Academy Boulevard bridge (mile 135).

Toxic characteristic leaching procedure (TCLP) analysis should be performed on the paint samples with elevated metal concentrations if the paint debris or painted bridge components are disposed of at a landfill. These identified bridges should be managed under OSHA and EPA/CDPHE regulations. These regulations are discussed in Appendix E.

5.0 LIMITATIONS

This environmental assessment has been performed in general accordance with ASTM Standard Practice 1527-00 and CDOT MESA guidelines for use by the client for evaluation purposes. The conclusions submitted in this report are based on the data obtained from the information reviewed, site observations, and the anticipated land use within the area of impact. These conclusions may change if the project scope will require direct exposure to the documented ground-water

contamination. The nature and extent of any soil or ground-water contamination at the site was not evaluated by obtaining samples and conducting laboratory analysis. It is possible that a sampling and analysis program could change the conclusions presented in this report.

Client agrees that Kumar & Associates, Inc., has neither created nor contributed to the creation or existence of any possible hazardous substances or petroleum products at the site. Accordingly, the client hereby waives any claim, liability or defense caused for injury or loss sustained by any party from such exposure allegedly arising out of or related to our findings, conclusions and recommendations.

DMB/mj

