

COLORADO DEPARTMENT OF TRANSPORTATION REEVALUATION FORM	Original NEPA Approval Date: FONSI Jan 2011	Reevaluation Date: August 2015	Project Code: 19565
Project Name and Location: US24/SH 21 Powers Widening: Fountain Boulevard to Platte Avenue, Colorado Springs, CO			
NEPA Document Title: <u>Environmental Assessment</u> for Powers Boulevard (SH 21) between Woodmen Road and SH 16 in Colorado Springs, Colorado (04/2010). http://207.57.248.87/Phase_2_EA-1.asp <u>Finding of No Significant Impact</u> for Powers Boulevard (SH 21) between Woodmen Road and SH 16 in Colorado Springs, Colorado (01/2011). http://207.57.248.87/Final_Decision1_FONSI.asp			
Region/Program/Residency: Region 2/North Program/Mark Andrew			
Project Description: <p>The 2010 Powers Boulevard (State Highway [SH] 21) between Woodmen Road and SH 16 Environmental Assessment (EA) and subsequent 2011 Finding of No Significant Impact (FONSI) evaluated alternatives to reduce congestion on Powers Boulevard between Woodmen Road and SH 16, a distance of approximately 17 miles. The Preferred Action is to reconstruct the expressway as a 6-lane freeway for the 11 miles between Woodman Road and Milton E. Proby Parkway; construct new grade-separated interchanges at 11 intersections, including Airport Road; and obtain right of way (ROW) to accommodate future interchanges for a freeway on the stretch of Powers Boulevard between Milton E. Proby Parkway and SH 16 (Figure 1). Note that US 24 is the same as Powers Boulevard between Fountain Boulevard and Platte Avenue.</p> <p>This reevaluation examines the widening of Powers Boulevard between Fountain Boulevard and Platte Avenue as well as interim improvements to Airport Road and Stewart Avenue. The interim improvements constitute a change in design from the Preferred Action approved in the 2011 FONSI, necessitating this reevaluation. These changes occur within the 2010 EA area of impact (Figure 2). The specific project elements are shown in Figure 3 and listed below. The existing and proposed roadway cross sections are shown in Figure 4.</p> <ul style="list-style-type: none"> • Addition of a southbound lane and northbound lane on Powers Boulevard between Platte Avenue and Fountain Boulevard. • Removal of the existing traffic signal at Stewart Avenue to allow free-flow traffic into and out of Peterson Air Force Base. • An additional eastbound lane on Airport Road between Troy Hill Road and Stewart Avenue, a length of approximately 3,400 feet. • Lengthening of the existing eastbound and westbound turn lanes on Airport Road to meet current design standards. Left-turn lanes on Powers Boulevard will not be impacted. • Conversion of the existing single left-turn lanes to double left-turn lanes on both sides of the Airport Road intersection with Powers Boulevard. • Airport Road will be overlaid, widened, and reconstructed to accommodate the new lane configuration. • Construction of a 1,360-foot long and 12- to 16-foot tall noise wall along the west side of Powers Boulevard at the Brant Hollow condominiums as committed to in the 2011 FONSI. <p>The Preferred Action in the 2010 EA included a grade-separated interchange at Powers Boulevard and Airport Road; as such, this design change is an interim condition that will be in place until funding is</p>			

secured for the construction of a grade-separated interchange at this location. The noise wall approved in the 2011 FONSI along Golden Acres will not be built as a part of this project, as it is not warranted under the interim condition; it will be constructed when the ultimate configuration, a grade-separated interchange is built.

Project Phasing Plan and Portions Completed (if warranted):

The Preferred Action was anticipated to be constructed in phases as funding becomes available. Since completion of the EA, several projects on SH 21 are either planned or are in the process of being constructed as a part of the Preferred Action identified in the EA/FONSI. One project, CDOT Project Code 19578, has already been completed, and another, CDOT Project Code 19500, will go to construction in 2015; both projects are consistent with the EA's Preferred Action. The action being assessed in this reevaluation is to widen Powers Boulevard between Fountain Boulevard and Platte Avenue, and construct an interim condition on Airport Road and Stewart Avenue.

Acceleration and Deceleration Lanes on SH 21 (19578): This project widened portions of Powers Boulevard for auxiliary, acceleration, and deceleration lanes to reduce vehicle congestion between some intersections in the project corridor. The improvements were made between Constitution Avenue and Galley Road. The project included minor grading on the highway shoulders where lanes were widened, drainage improvements, and installation of guardrail on turn radii at applicable intersections. It started in July 2014 and was completed in June 2015.

SH 21 Lengthening Acceleration and Deceleration Lanes (19500): This project will lengthen and widen acceleration and deceleration lanes on Powers Boulevard, conduct minor grading on the highway shoulders where lanes will be widened, and install guardrail on the turn radii and at applicable intersections. The intersections where new lanes will be lengthened includes: Dublin Road, Stetson Hills, Barnes Road, North Carefree Circle, and South Carefree Circle. This project started in May 2015 and is expected to be completed in February 2016.

Portion of Project Currently Being Advanced:

The Proposed Action in this reevaluation consists of widening Powers Boulevard between Fountain Boulevard and Platte Avenue from two through lanes in each direction to three through lanes in each direction. The approximate length of improvements along Powers Boulevard is 12,500 feet. This will consist of converting the existing 12-foot outside shoulders into through lanes and constructing new 8-foot outside shoulders. Modifications to the existing through lanes and median will not occur. Left-turn lanes along Powers Boulevard will not be impacted. Improvements would also be made at the Powers Boulevard intersections with Aeroplaza Drive and Airport Road to accommodate the added through-lane configurations. The traffic signals at the Powers Boulevard and Airport Road intersection will be replaced.

The traffic signal at the intersection of Airport Road and Stewart Avenue will be removed to allow for free-flow movement. An additional eastbound lane will be added on Airport Road between Troy Hill Road and Stewart Avenue, for a length of approximately 3,400 feet. The existing turn lanes will be lengthened to meet current design standards along Airport Road and the existing single left-turn lanes will be converted to double left-turn lanes on both sides of the intersection with Powers Boulevard. Airport Road will be overlaid, widened, and reconstructed to accommodate the new lane configuration.

As part of this project, a noise wall along the west side of Powers Boulevard at the Brant Hollow condominiums will be constructed as committed to in the 2011 FONSI for Powers Boulevard. The noise wall will be approximately 1,360 feet long and range from a height of 12 feet on the southern end, to 16 feet on the northern end. Figure 2 shows the extent of the roadway improvements at on Airport Road and the grade-separated interchange concept from the EA.

Date(s) of Prior Reevaluations:

Not applicable: projects 19578 and 19500 were both within the 2010 EA scope of proposed improvements and within existing ROW. Project 19578 was also initiated within three years of completion of the FONSI.

I. Document Type

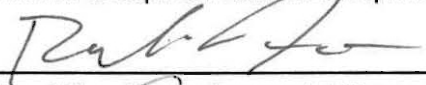
- Categorical Exclusion (CE)
- Environmental Assessment (EA)
- Finding of No Significant Impacts (FONSI)
- Draft Environmental Impact Statement (DEIS)
- Final Environmental Impact Statement (FEIS)
- Supplemental Environmental Impact Statement (SEIS)
- Record of Decision (ROD)
- Other (such as: local funding, etc.) _____

II. Reason for Reevaluation


- Project is proceeding to the next major approval or action [23 CFR 771.129(c)]
- Project changes such as laws, policies, guidelines, design, environmental setting, impacts or mitigation (describe: the improvements being reevaluated include an interim condition at Powers Boulevard and Airport Road; there have also been changes in laws, policies, and guidelines)
- Greater than three years have elapsed since FHWA's approval of the DEIS [23 CFR 771.129(a)] or FHWA's last major approval action for the FEIS [23 CFR 771.129(b)]
- Other: _____

III. Conclusion and Recommendation

- The above environmental document has been reevaluated as required by 23 CFR 771.129 and it was determined that no substantial changes have occurred in the social, economic, or environmental impacts of the proposed action that would substantially impact the quality of the human, socio-economic, or natural environment. Therefore, the original environmental document or CE designation remains valid for the proposed action. It is recommended that the project identified herein be advanced to the next phase of project development. A summary of the review is documented in Section IV.
- The above environmental document has been reevaluated as required by 23 CFR 771.129 and it was determined that the environmental document or CE designation is no longer valid or more information is required. Additional required documentation is identified in Section VII.



 Regional Planning Environmental Manager or Designee



 Federal Highway Administration Division Administrator or Designee

Date 7/30/2015

Date 8/5/2015

IV. Evaluation

- Level 1: Less than three years since last major step to advance the action (e.g. approval of NEPA document, authority to undertake final design, authority to acquire significant portion of ROW, approval of PS&E) and there are no changes in project scope, environmental conditions, environmental impacts or regulations and guidelines.- OR - The document being re-evaluated is a programmatic Categorical Exclusion regardless of time since the last major step to advance the action (as long as the project would still be covered by a programmatic Categorical Exclusion). All decisions in the prior NEPA document remain valid. No FHWA concurrence is required. Note to file and to distribution below.
- Level 2: Less than three years since last major step to advance action and there are only minor changes in the project scope and/or updates or explanation needed for one or more resource areas. FHWA concurrence is required.
- Level 3: More than three years since last major step to advance action and there are only minor changes in the project scope and/or updates or explanation needed for one or more resource areas. FHWA concurrence is required.
- Level 4: Major changes in project scope or environmental commitments, or for EISs when greater than three years have elapsed since the last major project action. Updates or new studies maybe required. A Level 4 Reevaluation may require a separate document. FHWA concurrence is required.

ENVIRONMENT SETTING, AFFECTED ENVIRONMENT, AND ENVIRONMENTAL IMPACT ASSESSMENT:						
Document changes to human, socio economic, or natural environment for environmental setting or circumstances. Document changes in impact status. Place check-mark or description where relevant. Note: this list may be expanded or adjusted to match the headings in the original environmental document reviewed.						
Setting/Resource/Circumstance	Change in Affected Environment or Setting		Change in Environmental Impact		Date Reviewed	Highlight Section VI Additional Studies Required or Section IX Attachments
	Yes	No	Yes	No		
Air Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	Sec. IX Reevaluation Summary Appendix D - Air Quality Memorandum
Geologic Resources and Soils	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	
Water Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary Appendix C - Water Quality Memorandum
Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	
Wetlands/Waters of U.S.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary
Vegetation and Noxious Weeds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary
Fish and Wildlife	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	
Threatened/Endangered Species (TES)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary Appendix E - TES Listing
Historic Resource (includes bridges)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary Appendix F – Historic Resources
Archaeological Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary Appendix G – Archaeological Resources
Paleontological Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary Appendix H – Paleontological Resources
Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	
Social Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	

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Environmental Programs Branch, Central Files, and Federal Highway Administration

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Economic Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	
Environmental Justice	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary
Residential/Business Right-of-Way Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary
Transportation Resources (roadway, rail, bus, bike, pedestrian, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary
Utilities and Railroads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary
Section 4(f)/6(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	
Farmlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	
Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary Appendix A – Noise Memorandum
Visual Resources/Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	Sec. IX- Reevaluation Summary Appendix I – Modified Environmental Site Assessment
Cumulative Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	
Other(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	March 3, 2015	

DESIGN ALTERATIONS:

The proposed improvement examined in this reevaluation is for a section of Powers Boulevard between Platte Avenue and Fountain Boulevard (Figure 3). The change in design is the construction of an interim condition instead of a grade-separated interchange at Airport Road. The specific project elements are shown in Figure 3 and listed below.

- Addition of a southbound lane and northbound lane on Powers Boulevard between Platte Avenue and Fountain Boulevard.
- Removal of the existing traffic signal at Stewart Avenue to allow free-flow traffic into and out of Peterson Air Force Base.
- An additional eastbound lane on Airport Road between Troy Hill Road and Stewart Avenue, a length of approximately 3,400 feet.
- Lengthening of the existing eastbound and westbound turn lanes on Airport Road to meet current design standards.
- Conversion of the existing single left-turn lanes will be converted to double left-turn lanes on both sides of the Airport Road intersection with Powers Boulevard.
- Airport Road will be overlaid, widened, and reconstructed to accommodate the new lane

configuration.

- Construction of a 1,360-foot long and 12- to 16-foot tall noise wall along the west side of Powers Boulevard at the Brant Hollow condominiums, as committed to in the 2011 FONSI. The noise wall located along the Golden Acres subdivision is not warranted until the grade-separated interchange is built; as such it is not being constructed as a part of this project.

These improvements will help ease congestion before funding becomes available for the grade-separated interchange.

REGULATORY CHANGES:

- The Environmental Protection Agency now has a new emissions model (MOVES) and a new ozone standard.
- FHWA has updated Mobile Source Air Toxins Guidance.
- CDOT and FHWA have new noise abatement guidelines and new noise model, TNM (I-25 used STAMINA).
- US Fish and Wildlife Service has Designated Critical Habitat for the Preble's Meadow Jumping Mouse.
- The Pikes Peak Area Council of Governments (PPACG) has a new regional traffic model (VISUM), updated socio-economic forecasts, and a new Regional Transportation Plan.
- The City of Colorado Springs has updated its 2020 Land Use Map as recently as 2014.
- New Section 4(f) regulations were codified at 23 CFR Part 774.
- FHWA prepared an updated Section 4(f) Policy Paper (July 2012).
- The US Army Corps of Engineers has new regional supplements for wetland delineations.
- CDOT has a water quality consent decree with Colorado Department of Public Health and Environment (CDPHE), and also a CDPHE MS4 stormwater permit has expired as of December 2008 but has been administratively continued until the new permit is approved. The new permit is currently under CDPHE review. The interim New Development Re-development (NDRD) program has been in effect since May 2014 and will also be in place until the new MS4 permit is approved.

IMPACTS ASSESSMENT:

Please see attached US 24/SH 21 Powers Boulevard Widening: Fountain Boulevard to Platte Avenue Reevaluation Summary.

MITIGATION:

All mitigation commitment(s) from NEPA document remain the same (discuss status and compliance): Please see attached US 24/SH 21 Powers Boulevard Widening: Mitigation Matrix. The noise wall included in the mitigation commitments at Golden Acres in the 2011 FONSI does not apply to this interim condition construction project and will not be constructed. Only one noise wall will be constructed in this project, and it will be located along Powers Blvd and the Brant Hollow townhomes.

Mitigation commitment(s) have changed from NEPA document.

V. Public/Agency Involvement (optional)

If any, document public meetings, notices, & websites, and/or document agency coordination. For each provide dates, and coordination, where applicable:

- An air quality conformity consultation was conducted on in March and April 2015 by CDOT EPB with FHWA.
- A public meeting was held May 13, 2015 at the Bricker Elementary School Gym from 5:30 – 7:00 pm. The meeting provided information on the goals of this specific improvement, identified that construction will begin in the fall of 2015 and should be completed within a year, and listed temporary construction impacts. The meeting displays included cross sections of Powers Boulevard, Airport Road, and Stewart Avenue as well as the location and design of the noise wall that will be constructed along the Brandt Hollow Condominiums. The meeting announcement and a project update were provided on the Colorado Springs Government website.

VI. Additional Studies Required for Proposed Action

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Environmental Programs Branch, Central Files, and Federal Highway Administration

CDOT Form # 1399

Not applicable.

VII. Additional Requirements for Proposed Action

- An SEIS is required, because the changes to the proposed action will result in significant impacts not evaluated in the EIS.
- An SEIS is required, because new information or circumstances will result in significant environmental impacts not evaluated in the EIS.
- A revised ROD is required, because an alternative is recommended that was fully evaluated in an approved FEIS but was not identified as the preferred alternative.
- Appropriate environmental study or an EA is required, because the significance of new impacts is uncertain.
- A revised FONSI is required, because an alternative is recommended that was fully evaluated in an approved EA but was not identified as the preferred alternative.
- Other _____
- None

VIII. Permits Updated (optional)

This section is only required when the next stage of a project is going to construction.

List permits:

- CDPS – issued September 16, 2014
- Air Pollution Emissions Notice which will be obtained by the contractor
- MS4 Certification that permit requirements have been met

IX. Attachments Listed

List permits, studies, background data, etc.

- Figure 1 – Powers Boulevard Preferred Action
- Figure 2 – Comparison of Project Limits from the SH 21/Airport Road Interchange Design from the 2010 EA and the Proposed Interim Roadway Improvements at the SH 21/Airport Road Intersection
- Figure 3 – Improvements Under Reevaluation
- Figure 4 – Existing and Proposed Roadway Cross Sections
- US 24/SH 21 Powers Boulevard Widening: Fountain Boulevard to Platte Avenue Reevaluation Mitigation Matrix
- US 24/SH 21 Powers Boulevard Widening: Environmental Assessment Reevaluation Summary and associated Appendices (provided on attached CD)
- Appendix A - Noise Resources
- Appendix B – Traffic
- Appendix C - Water Quality
- Appendix D - Air Quality
- Appendix E - Threatened and Endangered Species Listing
- Appendix F - Historic Resources
- Appendix G - Archaeological Resources
- Appendix H - Paleontological Resources
- Appendix I - Hazardous Materials

Figure 1. Powers Boulevard Preferred Action



Figure 2. Comparison of Project Limits from the SH 21/Airport Road Interchange Design from the 2010 EA and the Proposed Interim Roadway Improvements at the SH 21/Airport Road Intersection

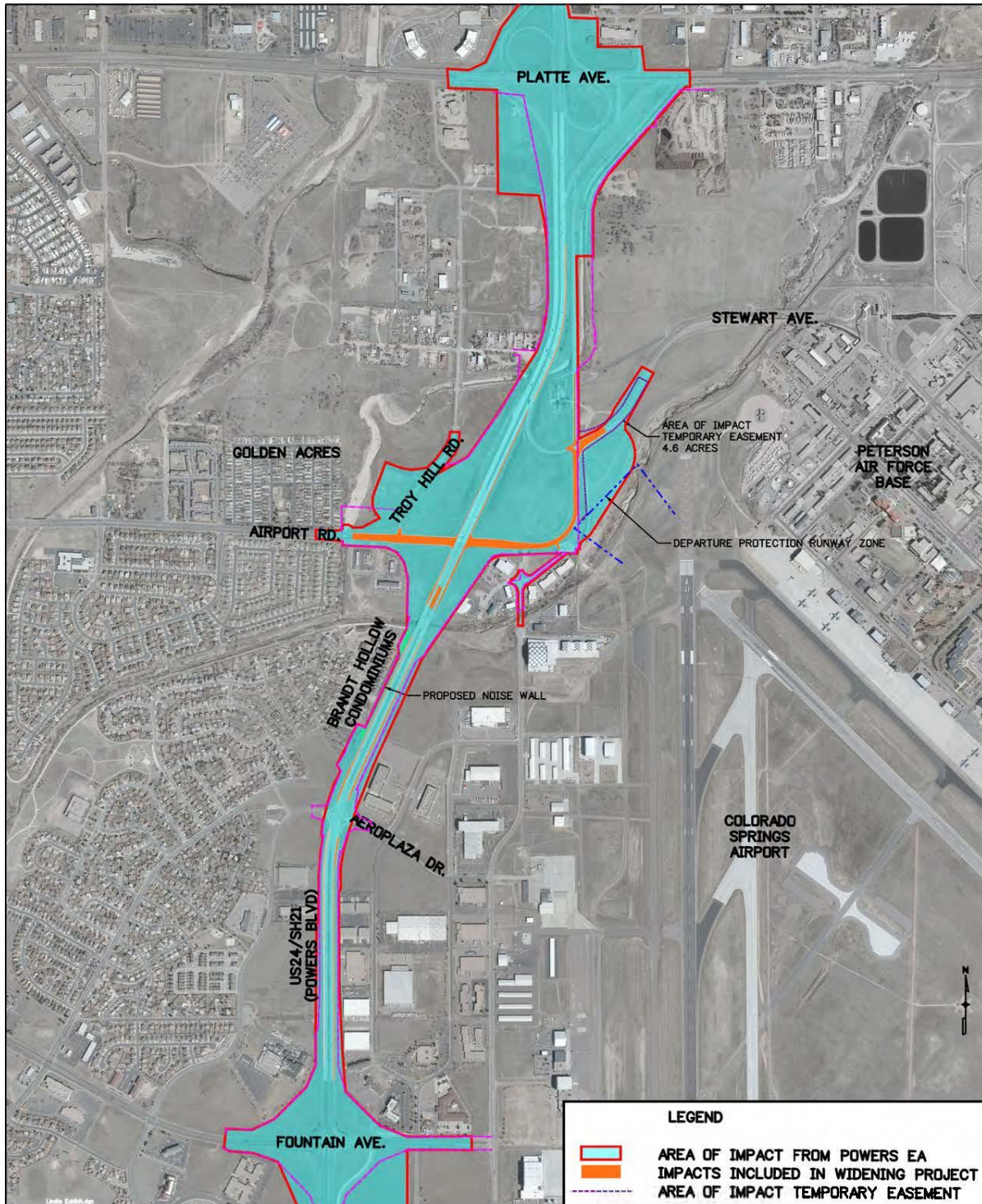


Figure 3. Improvements under Reevaluation

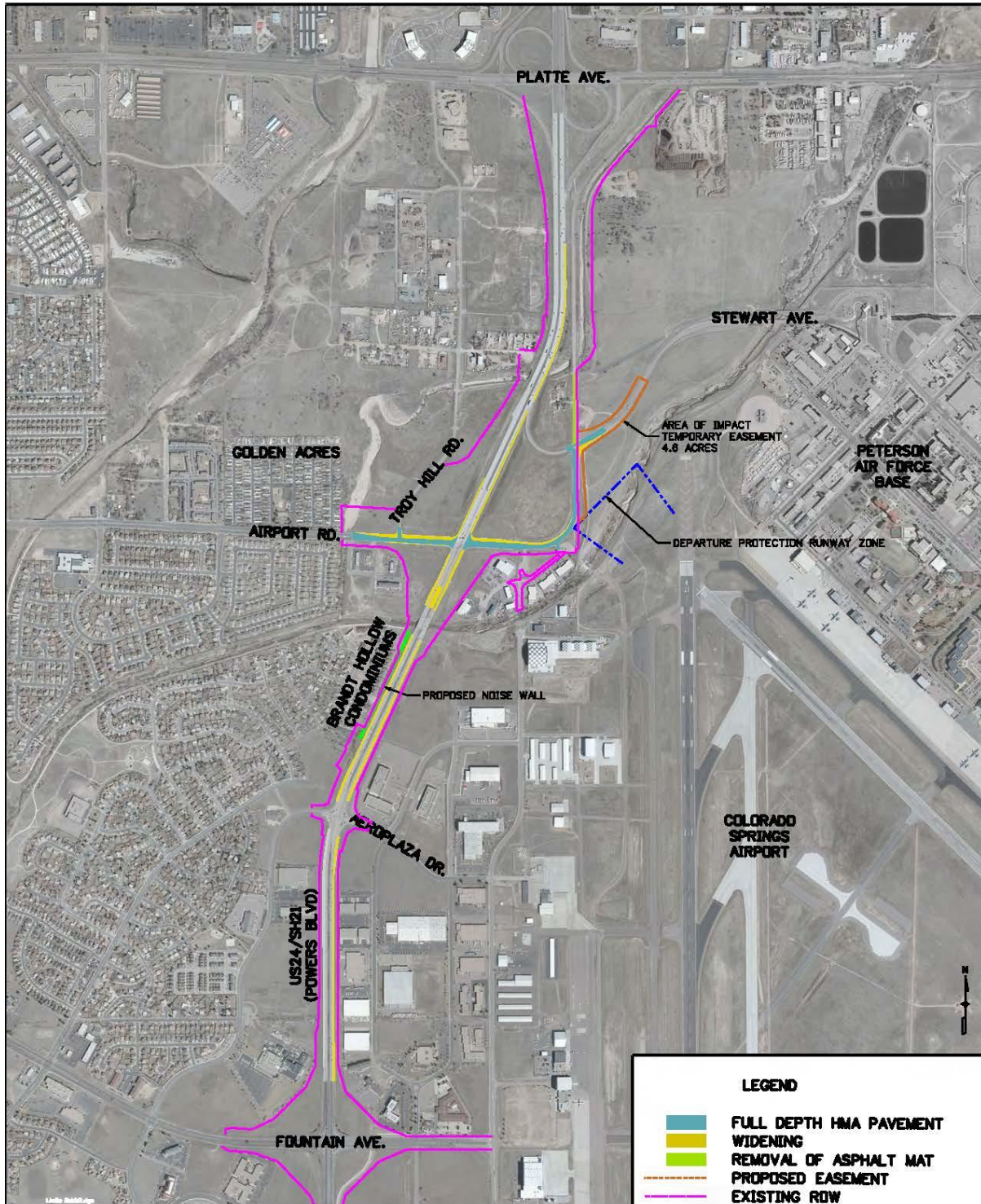
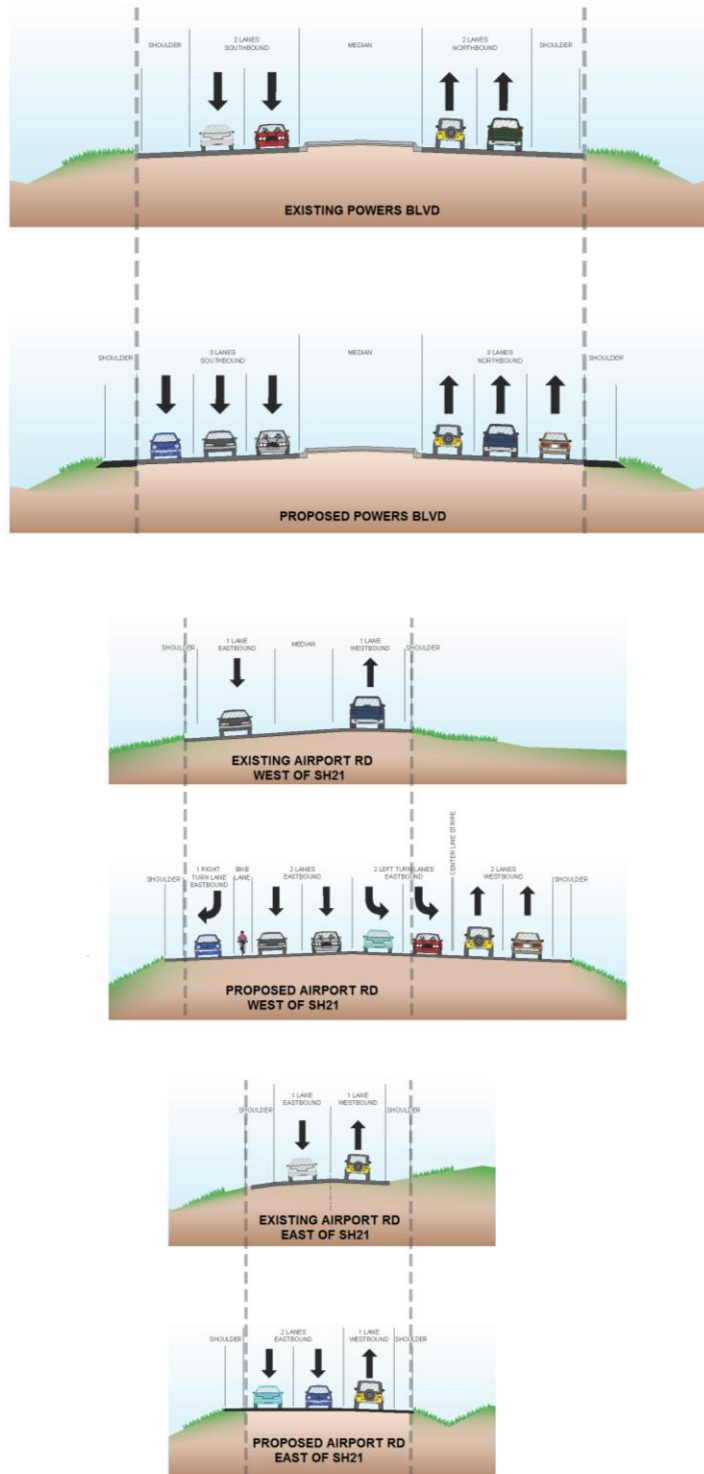


Figure 4. Existing and Proposed Roadway Cross Section



Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Project Information

Project Name: US 24/SH 21 Powers Boulevard Widening: Fountain Boulevard to Platte Avenue
Environmental Project Manager: Gabe Cosyleon
Project Number: 19565
Document Type and Date of Approval: EA (2010) and FONSI (2011)
Project Phase: Reevaluation



Mitigation Commitment #	Mitigation Category	Impact from NEPA Document	Commitment From Mitigation Table In Source Document Use Exact Wording from Table in Source Document	Responsible Agency	Life Cycle Phase Mitigation to be Constructed	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number	Location of Mitigation(s) in Plan Sheets/Specs Include All Page Numbers that Apply	Mitigation Status		Agency Coordination		Comments
										Date Mitigation Completed	Name of Person Completing Mitigation	Agency Coordination Required? Yes or No	Name of Each Agency	
1	Traffic Mobility and Access: Business access on cross streets	For safety reasons, continued use of some existing business access points on cross streets would not be possible.	The Proposed Action includes modification of cross-street business access points to provide reasonable access to all affected properties.			Engineering	Design	2010 EA, Chapter 4, page 91	N/A			No		No business access points would be affected by the project.
2	Traffic Mobility and Access: Direct access to Powers Boulevard	Grade-separated interchanges would be constructed at 11 major cross streets. Direct access to Powers Boulevard would no longer be available at three cross streets and four side-streets.	Alternative access will be available via other streets. In some locations, the Proposed Action includes frontage roads to carry local traffic to the nearest grade-separated interchange. Three "Texas turnaround" ramps will be built to help motorists cross and access the freeway. Local street connections would be built in some locations.			Engineering	Design	2010 EA, Chapter 4, page 92	N/A			No		No grade-separated interchanges will be constructed as a part of this project.
3	Social, Economic and Land Use Considerations: Neighborhoods	23 Duplexes (46 households) would be displaced from Gunshot Pass Drive. With over 160 other homes in the neighborhood, a substantial residential area would remain. One household in Canterbury Mobile Home Park would be displaced. No neighborhood would be newly divided or fragmented.	In accordance with Federal law, land owners will be fairly compensated for their property, and displaced households will receive relocation assistance.			ROW Specialist	Design	2010 EA, Chapter 4, page 92	N/A			No		No residential displacements will occur as a part of this project.
4	Social, Economic and Land Use Considerations: Businesses	17 businesses, 8 of them vehicle-related, would be displaced. Nearby businesses and neighborhoods are not dependent on these businesses. Improved mobility would increase the geographic area from which customers can conveniently travel to Powers Boulevard commercial areas. Visibility from the roadway would be reduced for some businesses and enhanced for some others.	In accordance with Federal law, land owners will be fairly compensated for their property, and displaced households will receive relocation assistance.			ROW Specialist	Pre-Construction	2010 EA, Chapter 4, page 92	N/A			No		No commercial displacements will occur as a part of this project.
5	Social, Economic and Land Use Considerations: Minority/low-income populations	In total, the project would displace 17 businesses and 47 households. Of these, one business is Hispanic-owned and five households are Hispanic. No disproportional impacts to minority or low-income populations are foreseen.	A Spanish-speaking relocation counselor will assist in moving the Hispanic-owned business, because there is a known language issue, and will also be available for the Hispanic households if needed.			Construction Engineering	Pre-Construction	2010 EA, Chapter 4, page 92	N/A			No		No residential or commercial displacements will occur as a part of this project.
6	Social, Economic and Land Use Considerations: Land acquisition	Approximately 381 acres of land would be purchased from an estimated 336 parcels of land. The Proposed Action is compatible with adopted regional transportation and land use plans. It would not induce growth or change planned land use.	Land owners will be fairly compensated for their property.			ROW Specialist	Pre-Construction	2010 EA, Chapter 4, page 93	N/A			No		There would be no right-of-way acquisition as a part of this project.
7	Community Quality of Life: Traffic noise	Noise would increase due to: increased traffic, new lanes closer to adjacent properties; and elevation of Powers Boulevard over cross-streets. The number of areas experiencing traffic noise impacts would increase from five today to 22 affected in the future.	Noise walls are proposed at seven locations to protect 246 residences and one playground.			Engineering and Environmental	Design and Construction	2010 EA, Chapter 4, page 93	Walls Plan Sheet Subset, Pages 2-3			No		A noise wall included as a part of the mitigation commitments made in the 2011 FONSI for this area does not apply to this construction project. The noise wall at Golden Acres area will not be constructed until the grade-separated interchange is built, as it is not warranted under the interim condition.
8	Community Quality of Life: Trails, parks, recreation & open space	Converting Powers boulevard to a freeway would further strengthen the effect of the road as a barrier to non-motorized travel.	The Proposed Action includes construction of an overpass for the Rock Island Trail and underpasses for the Sand Creek Trail and East Fork Sand Creek Trail. Interchanges would accommodate at-grade crossing for the Stetson Hills Trail and for arterial-street sidewalk users. CDOT will work with the City of Colorado Springs to accommodate a Powers Trail along Aviation Way.			Engineering and Environmental	Construction	2010 EA, Chapter 4, page 94	N/A			Yes	City of Colorado Springs Trails & Open Space	This project would not convert Powers Boulevard to a freeway; it is an interim condition.
9	Community Quality of Life: Trails, parks, recreation & open space	The Stetson Hills Trail across Powers Boulevard and the Homestead Trail across Barnes Road could be disrupted by construction activities.	CDOT will provide detours to provide trail continuity at both locations, and will consult with local trail organizations in advance of the need for such detours.			Engineering	Pre-Construction	2010 EA, Chapter 4, page 94	N/A			Yes	City of Colorado Springs Trails & Open Space	The Stetson Hills Trail and the Homestead Trail are both to the north of the area of impact for this project.
10	Community Quality of Life: Trails, parks, recreation & open space	Land totaling 1.2 acres would be acquired from the Skyview Sports Complex and 0.02 acre from the Cherokee Ridge par-3 golf course. However, this land is not used for recreation.	CDOT will pay fair market value for any land acquired.			ROW Specialist	Pre-Construction	2010 EA, Chapter 4, page 94	N/A			No		No right of way will be acquired for this project.
11	Community Quality of Life: Visual character	Adding pavement for ramps and frontage roads will make Powers Boulevard more visually apparent. Grade-separated interchanges would block views across the freeway.	CDOT has developed and will follow a uniform set of design guidelines to produce consistent aesthetic standards for interchanges, noise walls, streetlights, and other freeway features.			Engineering and Environmental	Design	2010 EA, Chapter 4, page 95	Noise Wall General Notes, Plan and Profile, Geometry Tabulations, Details, and Panels pages 147 - 154.			No	Emergency Providers	
12	Construction Impacts: Traffic and access issues	Construction of each grade-separated interchange would result in lane restrictions and increased congestion for an extended period. Each Project could last 18 to 24 months.	CDOT will require the existing number of through lanes to be maintained open to traffic using carefully planned construction phasing. The public will get advance notice of any restrictions. This will be addressed in CDOT specifications for any construction project(s).			Construction Engineering	Construction	2010 EA, Chapter 4, page 95	N/A			No		No grade-separated interchanges will be constructed as a part of this project.
13	Construction Impacts: Traffic and access issues	Some cut-through traffic on local streets (e.g., Rio Vista Drive, Tutt Boulevard) may result in response to congestion in construction areas.	CDOT will request that the Colorado Springs Police Department and Colorado State Patrol provide extra enforcement on streets likely to experience cut-through traffic.			Construction Engineering	Pre-Construction	2010 EA, Chapter 4, page 95	N/A			Yes	Colorado Springs Police	Due to the limited duration in construction and more modest scope of improvements than that approved in the 2010 EA, cut-through traffic is not expected to be an issue. Both Rio Vista Drive and Tutt Boulevard, the two street identified specifically as a potential concern, are to the north of the area impacted by this project.
14	Construction Impacts: Traffic and access issues	Access to some businesses would be shifted or temporarily restricted during certain construction activities.	Traffic management plan development will take into account the access needs of property owners during construction. CDOT specifications will require business access to be maintained and signed.			Design and Engineering	Design and Construction	2010 EA, Chapter 4, page 96	N/A			No		There would be no impact to business access point as a part of this project.
15	Construction Impacts: Traffic and access issues	Construction delays would degrade response times for emergency service providers	Emergency service providers will be given advance notice of activities that could reduce response times.			Construction Engineering	Pre-Construction and Construction	2010 EA, Chapter 4, page 96	CDOT Standard Specifications, Section 107.06 and 107.07			No		
16	Construction Impacts: Traffic and access issues	One bus route that crosses Powers Boulevard using Galley Road could experience trip delays due to construction. Bus stops near Powers Boulevard could be inaccessible during construction.	CDOT will coordinate with the transit provider to provide advance notice of planned construction activities. Bus stops may be temporarily relocated and will be re-established at the end of project construction.			Construction Engineering	Pre-Construction and Construction	2010 EA, Chapter 4, page 96	N/A			Yes	Mountain Metropolitan Transit	This project will not affect any bus routes. Galley Road is located to the north of the impacted area.
17	Construction Impacts: Construction dust and exhaust emissions	Dust and emissions from construction equipment will be generated throughout the 18-24 months that construction occurs at each interchange location.	Dust suppression techniques will be used in accordance with State and local permitting requirements.			Construction Engineering	Construction	2010 EA, Chapter 4, page 96	CDOT Standard Specifications, Section 107.24			No		
18	Construction Impacts: Construction dust and exhaust emissions	Diesel vehicles, compressors, and other construction equipment would generate various exhaust emissions throughout the duration of the project.	CDOT will require contractors to maintain their construction equipment in good operating condition in order to minimize exhaust emissions from diesel vehicles, compressors and other heavy machinery.			Construction Engineering	Construction	2010 EA, Chapter 4, page 96	CDOT Standard Specifications, Section 107.24			No		

Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

Project Information

Project Name: US 24/SH 21 Powers Boulevard Widening: Fountain Boulevard to Platte Avenue
Environmental Project Manager: Gabe Cosyleon
Project Number: 19565
Document Type and Date of Approval: EA (2010) and FONSI (2011)
Project Phase: Reevaluation

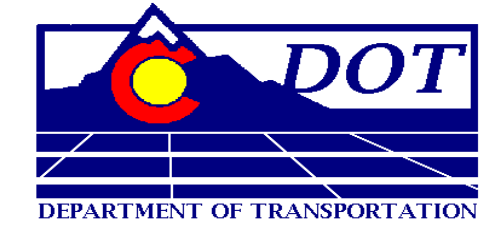


Mitigation Commitment #	Mitigation Category	Impact from NEPA Document	Commitment From Mitigation Table In Source Document Use Exact Wording from Table in Source Document	Responsible Agency	Life Cycle Phase Mitigation to be Constructed	Responsible Branch	Timing/Phase of Construction Mitigation to be Constructed	Source Document of Mitigation Commitment and Page Number	Location of Mitigation(s) in Plan Sheets/Specs Include All Page Numbers that Apply	Mitigation Status		Agency Coordination		Comments
										Date Mitigation Completed	Name of Person Completing Mitigation	Agency Coordination Required? Yes or No	Name of Each Agency	
19	Construction Impacts: Construction dust and exhaust emissions	Traffic delays also would cause excessive idling.	Traffic management plans will be designed to minimize congestion during construction.			Engineering and Environmental	Construction	2010 EA, Chapter 4, page 96	Phasing Plan Sheet Subset, Pages 1-2; CDOT Standard Specifications, Section 107.07			No		
20	Construction Impacts: Soil erosion and water quality	Soil disturbance, material stockpiles, and other aspects of construction would result in sedimentation.	Best Management Practices will be used to avoid, minimize and mitigate erosion.			Construction Engineering	Construction	2010 EA, Chapter 4, page 97	SWMP Plan Sheet Subset, Pages 2-3			No		
21	Construction Impacts: Soil erosion and water quality	Construction-related fuel spills and other pollutant could occur over the course of 18-24 months of construction at any given location.	Best Management Practices will be used to prevent, minimize and clean up any spills or other water pollution.			Engineering and Environmental	Construction	2010 EA, Chapter 4, page 97	SWMP Plan Sheet Subset, Pages 2-3			No		
22	Construction Impacts: Consumption of resources	Rock products, lumber, fuels and asphalt would be used for construction. Production of these resources typically results in environmental effects outside the project area (e.g., quarries).	Offsite production processes are governed by environmental regulations. Contractors have a financial incentive to minimize use of materials.			Engineering	Construction	2010 EA, Chapter 4, page 97	Revised Sections 304, 401, and 703 of the CDOT Specifications			No		As contractors have a financial incentive to minimize use of materials, it is anticipated that the amount of materials used will not exceed the amount needed for construction. Recycled Asphalt Pavement (RAP) will be used for some of the roadway shoulders as CDOT allows contractors to utilize up to 25% RAP based on the percent binder content of the existing asphalt.
23	Construction Impacts: Consumption of resources	Waste material would be generated from demolition of structures and old pavement. These wastes would hasten the consumption of capacity at area landfills.	CDOT will encourage its contractors to recycle or reuse waste materials.			Engineering and Environmental	Construction	2010 EA, Chapter 4, page 97	General Notes Plan Sheet Subset; Rdwy Plan Sheet Subset, Pages 6-7			No		
24	Construction Impacts: Trails	Construction activities would disrupt use of the Stetson Hills Trail as well as numerous Powers Boulevard crosswalks for bicyclists and pedestrians at arterial cross streets.	Traffic management plans for each construction project will include accommodation of crossings for bicyclists and pedestrians.			Engineering and Environmental	Construction	2010 EA, Chapter 4, page 97	Traffic Plan Sheet Subset, Page 6			Yes		
25	Construction Impacts: Trails	The north-south Homestead Trail, at the edge of anticipated construction for the Barnes Road interchange, may experience temporary restrictions or detour.	The City of Colorado Springs and the Trails and Open Space Coalition will be given advance notice of any activity that could temporarily impair the use of any trail.			Engineering and Environmental	Construction	2010 EA, Chapter 4, page 97	N/A			Yes		Homestead Trail is located to the north of the impacted area.
26	Water Resources: Water quality	The Proposed Action would construct 180 acres of additional impervious surface area will increase the amount of stormwater runoff by an estimated 47%.	Stormwater detention and other BMPs will be incorporated into the project and will capture runoff not only from the roadway but also from adjacent properties. Stormwater management plans and BMPs will be prepared in accordance with CDOT's MS4 permit and will be coordinated with local governments.			Engineering and Environmental	Design and Construction	2010 EA, Chapter 4, page 98	SWMP Plan Sheet Subset, Pages 1-16 (BMP's)			No		
27	Water Resources: Water quality	The increased traffic volumes are expected to increase water pollutants from the roadway runoff by 24% to 62%.	Stormwater detention and other BMPs will be incorporated into the project design. They will treat runoff not only from the roadway but also from adjacent properties. The net result is an estimated 27% reduction in sediment loading in comparison to the current conditions.			Engineering and Environmental	Design and Construction	2010 EA, Chapter 4, page 98	SWMP Plan Sheet Subset, Pages 1-16 (BMP's)			No		
28	Ecological Resources: Wetlands	Wetlands totaling 0.12 acre would be lost at three locations.	Compensation for this impact will be made with credits from CDOT's wetland bank in Limon.			Environmental	Pre-Construction	2010 EA, Chapter 4, page 99	N/A			Yes		No wetlands would be impacted as a part of this project.
29	Ecological Resources: Riparian habitat	1.33 acres of riparian habitat would be lost along East Fork Sand Creek.	In accordance with Colorado law, CDOT will avoid and minimize riparian impacts in consultation with the Colorado Division of Wildlife.			Environmental	Design and Construction	2010 EA, Chapter 4, page 99	N/A			Yes		No riparian areas would be impacted as a part of this project.
30	Ecological Resources: Migratory birds	Widening of the Powers Boulevard bridge over East Fork Sand Creek would disturb Cliff Swallow nests. A raptor nest and other bird nests in the Windmill Gulch also would be within range of possible noise disturbance due to construction activity.	No more than 7 days prior to construction, a survey will be conducted for nesting birds in the shortgrass prairie, riparian, and wetland habitat, including bridges structures during the nesting period which is normally from April 1 through August 31. If occupied nests are identified, no construction work would take place within a buffer area recommended by the Colorado Division of Wildlife until the young have fledged.			Construction, Engineering, and Environmental	Pre-Construction and Construction	2010 EA, Chapter 4, page 99	N/A			Yes	US Army Corps of Engineering Colorado Division of Wildlife (if nests are present)	The Powers Boulevard bridge over Sand Creek will not be widened as a part of this project.
31	Ecological Resources: Vegetation	Adjacent to the Powers Boulevard bridge over East Fork Sand Creek, plains ragweed plants (rare but not endangered) would be harmed by construction activity.	Prior to construction, rare plants will be delineated and protected with temporary fencing to minimize disturbance. The area affected by construction will be restored to provide an opportunity for the plants to reestablish themselves there.			Pre-Construction and Construction	Pre-Construction and Construction	2010 EA, Chapter 4, page 99	N/A			No		No rare plants were found in the impacted area.
32	Ecological Resources: Noxious weeds	Soil disturbance during construction will provide opportunity for the spread of noxious weeds.	Disturbed areas will be re-vegetated with native species. A Noxious Weed Management Plan will be prepared and implemented, based on weed mapping that is updated and completed during project design. Any tamarisk found on CDOT right-of-way will be eradicated.			Pre-Construction Construction	Design and Construction	2010 EA, Chapter 4, page 100	SWMP Plan Sheet Subset, Page 4; CDOT Standard Specifications, Sections 207.02, 212.02, and 213.02			No		
33	Cultural Resources: Archaeological resources	The project would not affect any known resources of archaeological significance.	If any resources are discovered during construction, the CDOT archaeologist will be consulted and appropriate actions will be taken.			Construction, Engineering, and Environmental	Construction	2010 EA, Chapter 4, page 100	CDOT Standard Specifications, Section 107.23			No		
34	Native American Consultation	The project would not affect any known cultural resources of interest to Native Americans.	If any Native American resources are discovered during construction, consultation with the affected tribes will occur and appropriate actions taken.			Construction, Engineering, and Environmental	Construction	2010 EA, Chapter 4, page 100	CDOT Standard Specifications, Section 107.23; general notes			Yes	Bureau of Indian Affairs	
35	Other Resources and Issues: Hazardous materials	Seven vehicle-related businesses, including three gas stations with underground fuel tanks, would be acquired for right-of-way. During constructions, contaminated soils, groundwater, or other materials may be encountered.	CDOT will remove and properly dispose of contaminated materials using appropriate safety procedures, for the protection of the construction workers, the public, and the environment.			Construction, Engineering, and Environmental	Construction	2010 EA, Chapter 4, page 100	N/A			No		There are no known contaminated materials in the impacted area.
36	Other Resources and Issues: Hazardous materials	47 homes and 14 commercial buildings (17 businesses) will be demolished. When clearing structures, there is always possibility that asbestos, lead paint or other hazardous materials may be encountered.	CDOT's construction specifications will ensure that any hazardous materials encountered during construction are identified, handled and disposed of properly. These specifications will provide for the protection of the construction workers, the public, and the environment.			Construction, Engineering, and Environmental	Construction	2010 EA, Chapter 4, page 101	N/A			No		No structures will be acquired or demolished due to the project. Should hazardous materials be encountered, CDOT Specification 250 will be applied.
37	Other Resources and Issues: Paleontological	During construction activities, especially excavation work, fossils may be encountered.	Once construction plans are finalized, a qualified paleontologist will review them to determine the scope of any needed construction monitoring. If any sub-surface fossils are encountered during			Construction, Engineering, and Environmental	Pre-Construction and Construction	2010 EA, Chapter 4, page 101	CDOT Standard Specifications, Section 107.23			No		
38	Other Resources and Issues: Energy	Due to improved traffic flow, fuel consumption during the six busiest traffic hours would increase by 106% between 2005 and 2035. Compared with the No-Action Alternative, the Proposed Actions would save 5,000 gallons of gasoline per day.	CDOT will abide by any applicable energy Conservation mandates, and will work with its contractors to encourage energy-saving construction methods and materials (e.g., modern, efficient highway lighting).			Construction Engineering	Construction	2010 EA, Chapter 4, page 102	Signal Plan Sheet Subset, Page 2 (LED Luminaires)			No		

Colorado Department of Transportation Mitigation Commitment Monitoring and Reporting

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39	Other Resources and Issues: Utilities	A large number and wide variety of utility lines would need to be relocated to accommodate the Proposed Action.	Utilities would be relocated to a shared corridor parallel and adjacent to the freeway so that the lines would be more readily accessible for maintenance. Utilities do not need to be relocated for interim design.			Design and Engineering	Design and Construction	2010 EA, Chapter 4, page 102	N/A			No		Many of the utilities present along Powers Boulevard will not be impacted due to the interim project. The ultimate configuration for the future interchange has not yet been designed and relocating all utilities to a predetermined shared utility corridor would therefore be difficult. Utilities will be moved to a shared corridor once the future interchange is constructed.
40	Other Resources and Issues: Soils	When soil and rock is excavated during construction, issues that may be encountered include expansive soils, shallow water tables, and material unsuitable for use as fill elsewhere on the project.	Standard soils testing would be done to identify issues that would potentially affect design or construction. Materials unsuited for use as fill would be removed to appropriate disposal sites in accordance with established safety procedures.			Construction Engineering	Construction	2010 EA, Chapter 4, page 102	CDOT Standard Specifications, Section 203			No		

**US 24/SH 21 Powers Boulevard Widening:
Fountain Boulevard to Platte Avenue**

Environmental Assessment Reevaluation Summary

**Colorado Department of Transportation, Region 2
Project Number 021A-003/Project Code 19565
Colorado Springs, Colorado**

Prepared by:

Pinyon Environmental, Inc.

Prepared for:

Colorado Department of Transportation

Date:

August 3, 2015

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Introduction

The 2010 Powers Boulevard between Woodmen Road and State Highway (SH) 16 Environmental Assessment (EA) and subsequent 2011 Finding of No Significant Impact (FONSI) evaluated alternatives to reduce congestion on Powers Boulevard between Woodmen Road and SH 16, a distance of approximately 17 miles. The Preferred Action is to reconstruct the expressway as a 6-lane freeway for the 11 miles between Woodman Road and Milton E. Proby Parkway; construct new grade-separated interchanges at 11 intersections, including Airport Road; and obtain right of way (ROW) to accommodate future interchanges for a freeway on the stretch of Powers Boulevard between Milton E. Proby Parkway and SH 16 (Figure 1).

The 2011 FONSI noted that the Pikes Peak Council of Governments 2035 Regional Transportation Plan assumed that the improvements would not be built all at once. The improvements were anticipated to be constructed in phases as funding becomes available. The FONSI identified several construction packages that could be built independently and that would provide public benefit.

The Colorado Department of Transportation (CDOT) is currently designing the widening of Powers Boulevard between Fountain Boulevard and Platte Avenue, and making improvements on Airport Road east and west of that intersection. The Airport Road improvements are an interim condition which differs from the grade-separated interchange at Airport Road approved in the 2011 FONSI as a part of the Preferred Action. The interim condition is necessitated due to funding constraints and is the trigger for this reevaluation.

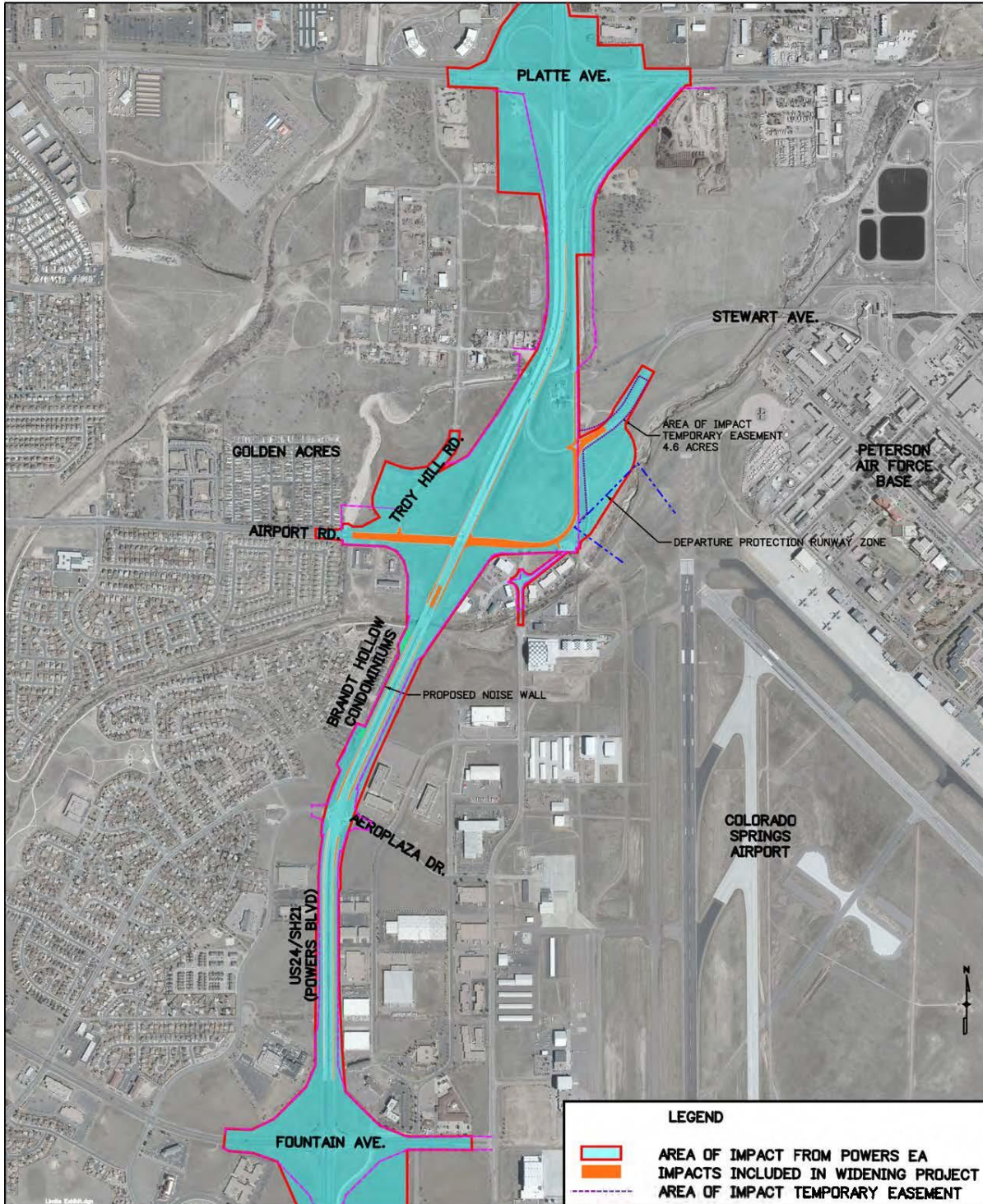
The interim condition being constructed along Airport Road and Stewart Avenue is within the footprint of the FONSI's Preferred Action (Figure 2). It eliminates the traffic signal at Stewart Avenue to allow free-flow traffic into and out of Peterson Air Force Base. An additional eastbound lane will be added on Airport Road between Troy Hill Road and Stewart Avenue, for a length of approximately 3,400 feet. The existing eastbound and westbound turn lanes will be lengthened to meet current design standards along Airport Road, and the existing single left-turn lanes will be converted to double left-turn lanes on both sides of the intersection with Powers Boulevard. Airport Road will be overlaid, widened, and reconstructed to accommodate the new lane configuration.

As part of this project, a noise wall along the west side of Powers Boulevard at the Brant Hollow condominiums will be constructed as committed to in the 2011 FONSI for Powers Boulevard (CDOT, 2011). The noise wall will be approximately 1,360 feet long and range from a height of 12 feet on the southern end, to 16 feet on the northern end. The noise wall along Golden Acres will not be built as a part of this project as it is not warranted under the interim condition; it will be constructed when the ultimate configuration, a grade-separated interchange, is built.

Figure 1. Powers Boulevard Preferred Action



Figure 2. Comparison of Project Limits from the SH 21/Airport Road Interchange Design from the 2010 EA and the Proposed Interim Roadway Improvements at the SH 21/Airport Road Intersection



This reevaluation is being completed in compliance with the National Environmental Policy Act, pursuant to 23 CFR 771.129, as the implementation of the Preferred Action for Powers Boulevard:

- Proceeds to the next major approval or action with changes such as laws, guidelines, environmental setting, impacts, or mitigation; and
- There is a change in the project design to construct an interim condition along Airport Road and Stewart Avenue instead of the grade-separated interchange approved in the 2011 FONSI.

Proposed Action

The Proposed Action in this reevaluation consists of widening Powers Boulevard between Fountain Boulevard and Platte Avenue from two through lanes in each direction to three through lanes in each direction. The approximate length of improvements along Powers Boulevard is 12,500 feet. This will consist of converting the existing 12-foot outside shoulders into through lanes and constructing new 8-foot outside shoulders. Modifications to the existing through lanes and median will not occur. Left-turn lanes along Powers Boulevard will not be impacted. Improvements would also be made at the Powers Boulevard intersections with Aeroplaza Drive and Airport Road to accommodate the added through-lane configurations. The traffic signals at the Powers Boulevard and Airport Road intersection will be replaced. The proposed improvements are shown on Figure 3.

The traffic signal at the intersection of Airport Road and Stewart Avenue will be removed to allow for free-flow movement. An additional eastbound lane will be added on Airport Road between Troy Hill Road and Stewart Avenue, for a length of approximately 3,400 feet. The existing turn lanes will be lengthened to meet current design standards along Airport Road, and the existing single left-turn lanes will be converted to double left-turn lanes on both sides of the intersection with Powers Boulevard. Airport Road will be overlaid and widened, rather than removed, and reconstructed to accommodate the new lane configuration.

As part of this project, a noise wall along the west side of Powers Boulevard at the Brant Hollow condominiums will be constructed as committed to in the 2011 FONSI for Powers Boulevard (CDOT, 2011). The noise wall will be approximately 1,360 feet long and range from a height of 12 feet on the southern end to 16 feet on the northern end. Figure 4 shows the existing and proposed cross sections on Powers Boulevard, Airport Road, and Stewart Avenue.

Figure 3. Improvements under Reevaluation

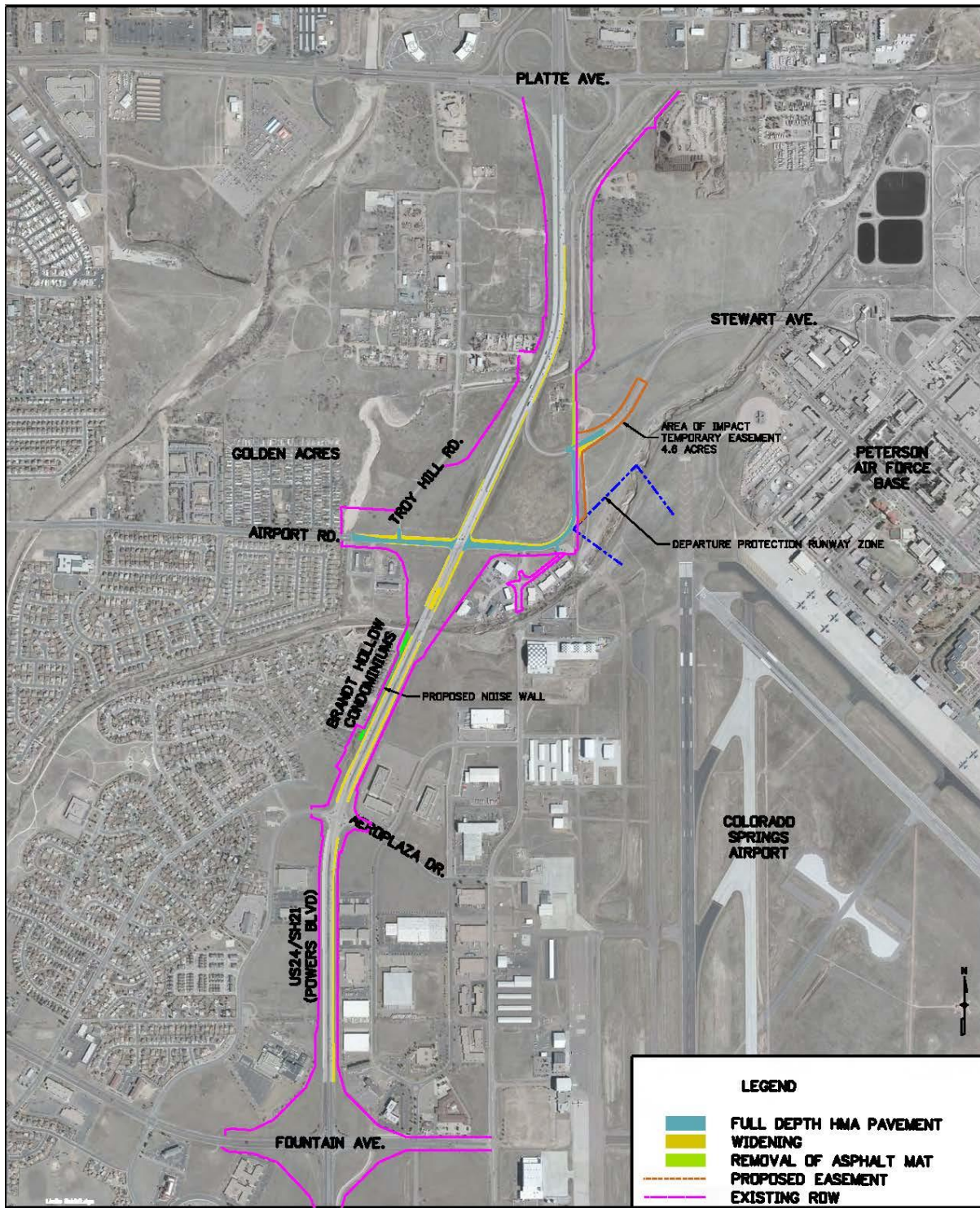
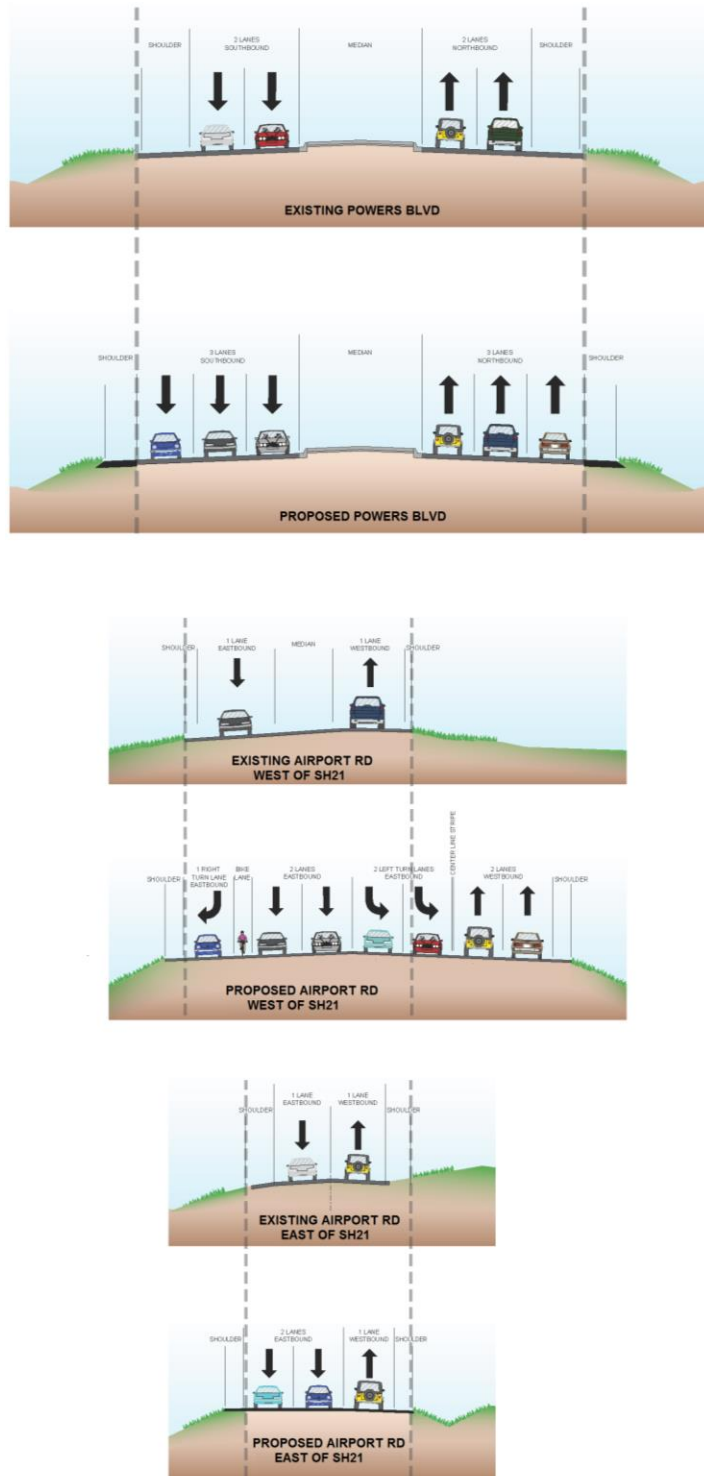


Figure 4. Existing and Proposed Roadway Cross Section



The segment of Powers Boulevard between Platte Avenue and Fountain Avenue was identified as a high priority in the 2011 FONSI as it serves as the primary entrance to the Peterson Air Force Base (Base), one of the region's largest employers, to the east of Powers Boulevard. Access to the Base is provided by Stewart Avenue. There is existing congestion on this section of Powers Boulevard that will worsen as development continues. It is expected that urban development will continue to the east. The 2010 EA projected that increased development and population in the area would result in a minimum 40% increase and up to a doubling of traffic volumes by 2035. The corridor-wide average increase in traffic volumes was forecasted to be 88% (CDOT, 2010).

The existing expressway, with at-grade signalized intersections typically spaced about one mile apart and more closely in some locations, does not have the capacity to accommodate the projected volumes. Some portions of the corridor were already at or near capacity in 2010. Airport Road was the only intersection identified in the 2010 EA as being over capacity in the baseline year of 2003. The intersection's level of service (LOS) was rated as E or F in both the morning and evening peak periods, which is failing, with delay at the traffic signal of more than 55 seconds during these times.

Environmental Resources Update

The following sections are a summary of the environmental resources reviewed for the US 24/SH21 Powers Widening: Fountain Boulevard to Platte Avenue.

Impacts Identified in the EA and Impacts Specific to this Project

The project impacts are a less than those documented in the 2010 EA, as this project is not implementing the ultimate design configuration of a grade-separated interchange at Powers Boulevard and Airport Road. This interim condition will require less ROW than the ultimate configuration. The transportation improvements will also likely be more modest than would be provided by a grade-separated interchange. Water quality will be addressed in compliance with CDOT's Multiple Separate Storm Sewer System (MS4) permit. The utility impacts will be within ROW and were documented in the 2010 EA.

Right of Way

A total of approximately 380 acres would need to be purchased from 336 parcels for construction of the entire Preferred Action as identified in the 2010 EA. This includes acquisition of 23 duplex residences along Gunshot Pass Drive, and one single-family residence in the Canterbury Mobile Home Park, to the north of this project. Seventeen businesses would also need to be acquired. None of these acquisitions are required for this project.

This project would only require a temporary easement from the Colorado Springs Airport for the widening of Airport Road to the east of Powers Boulevard. The area of ROW impact is approximately 4.6 acres and was identified as an "Area of Impact" in the 2010 EA. The footprint of the interim condition, as shown in Figure 2, compared with that of the grade-

separated interchange, illustrates that the area impacted by this project is within the area of impact assessed in the EA.

Airport Road will be improved and will then revert back to the Colorado Springs Airport. The Airport has approved this temporary easement. The Airport will continue to maintain this section of roadway. The 2010 EA had documented the need for additional acreage for the grade-separated interchange, including potential acquisition of planned development in the northwest quadrant of the Powers Boulevard and Airport Road intersection; this ROW has already been acquired by CDOT but will not be needed for the interim condition. No additional ROW is required for the widening of Powers Boulevard.

Traffic Noise, Appendix A

The 2011 FONSI approved converting Powers Boulevard to a freeway which would increase noise due to projected higher traffic volumes, increased travel speeds, changes in proximity of the road to adjacent land uses, elevating Powers Boulevard at grade-separated interchanges, and potential higher truck volumes due to heightened attractiveness of the corridor. Noise impacts were modeled for the corridor under the 2035 No-Action and 2035 Action Alternative. Projected noise levels exceeding CDOT thresholds were predicted at 22 locations. Two of these locations occur within this project area and are the Brandt Hollow condominiums to the west of Powers Boulevard south of Airport Road, and the Golden Acres subdivision to the west of Powers Boulevard and north of Airport Road.

As part of this project, a noise wall along the west side of Powers Boulevard at the Brant Hollow condominiums will be constructed as committed to in the 2011 FONSI for Powers Boulevard. The wall would be located along the west side of Powers Boulevard to shield the Brant Hollow condominiums from traffic noise just south of Airport Road (Figure 3). The wall is approximately 1,365 feet long and ranges from 12 to 16 feet in height. The noise wall committed to in the FONSI for the Golden Acres subdivision will not be built as a part of this project, as noise levels are not expected to warrant it until the grade-separated interchange is constructed at Airport Road (see Appendix A). The Golden Acres noise wall will be built when a grade-separated interchange is constructed.

Transportation, Appendix B

The Preferred Action approved in the 2011 FONSI would decrease travel time in comparison to 2003 modeled conditions even with the projected increase in traffic volumes due to the added capacity and transition to a freeway. The EA analyses determined that the travel time from Woodman Road to SH 16 would decrease from 43 minutes under the No-Action Alternative in 2035 to 17 minutes with the Preferred Action even though there would be approximately 20% more traffic on Powers Boulevard with the implementation of the Preferred Alternative. At the Airport Road interchange, the LOS was expected to improve from failing (LOS F) to not being congested (LOS B). Construction of 11 grade-separated interchanges as a part of the Preferred Action would eliminate access at three cross streets and four side streets. Please refer to Appendix B.

The improvements constructed as a part of this project are expected to improve mobility, although not to the extent that the ultimate grade-separated interchange configuration would.

The additional capacity would help ease congestion on Powers Boulevard and Airport Road. The interim condition improves existing conditions at the Powers Boulevard and Airport Road intersection from LOS D to LOS C during both the morning and afternoon peak periods in 2025 (interim year analysis year) in comparison to not making any improvements. This project would also reduce vehicle delay and queuing at the Airport Road and Aeroplaza Drive intersections with Powers Boulevard. The delay is projected to decrease from 45.4 seconds per vehicle (sec/veh) to 23.8 sec/veh during the morning peak hour and from 42.2 sec/veh to 23.4 sec/veh during the evening peak hour at the Airport Road intersection. The vehicle queue lengths will also be reduced at this intersection. The longest queue (southbound through movement during the morning peak hour) is projected to be reduced from 1202 feet to 553 feet.

The Powers Boulevard and Aeroplaza Drive intersection is projected to operate at the same LOS with the interim improvements as it would without improvements. The delay is projected to decrease from 17.5 sec/veh to 12.0 sec/veh during the morning peak hour and from 16.2 sec/veh to 14.8 sec/veh during the evening peak hour.

Traffic analysis results also indicate that the other intersections along the corridor are projected to operate at LOS D or better through the 2025 interim design period with the exception of the Powers Boulevard and Fountain Boulevard intersection; it is projected to operate at LOS E during both peak periods in 2025. The results indicate a need for an additional through lane in each direction on Powers Boulevard at this intersection to provide an acceptable LOS through the 2025 interim design period; there are no interim design improvements proposed from this intersection. There would be no change in access points as a result of implementation of this project.

Water Quality, Appendix C

Under existing conditions, stormwater run-off from existing land uses and Powers Boulevard drains into a roadside ditch. Adjacent land uses account for approximately 85% of the overall acreage; the EA indicated that continued growth and development is expected for the study area. The implementation of the Preferred Action is expected to increase the roadway and associated ROW by 50% within the corridor. The 2011 FONSI committed to permanent Best Management Practices (BMPs) and construction-related BMPs to protect water quality.

Approximately 5.2 acres of additional acres of impervious surface would be added as a result of this project. Approximately 35.8 acres would be disturbed during construction. Permanent water quality features will be constructed as a part of this project in the form of checks dam in the existing roadside ditch will accommodate run-off, and a Stormwater Management Plan has been prepared for the project; this is consistent with the commitments in the FONSI. CDOT has obtained a stormwater discharge permit for this project. MS4 certification will be obtained to document compliance with CDOT's permit requirements.

Utilities

The Preferred Action would necessitate the relocation of a large number and wide variety of utilities. There would be minor impacts to utilities due to this project that will not result in loss or long-term disruption of service. These impacts will all occur within existing transportation ROW and include:

- Colorado Springs Utilities will raise a gas valve, removing electricity lines, and raise and/or relocating several vaults, manholes, and one transformer.
- CenturyLink will lower and relocate and telephone risers within the project area.
- Comcast will lower existing lines.
- City of Colorado Springs will raise a fiber optic manhole.

Many of the utilities present along Powers Boulevard will not be impacted due to the interim project. The ultimate configuration for the future interchange has not yet been designed and relocating all utilities to a predetermined shared utility corridor would therefore be difficult. Utilities will be moved to a shared corridor once the future interchange is constructed.

Resources with Updated Analytical Tools, New Regulations, and/or New Data That Result in No Changes from the FONSI

The below resources were reviewed to assess if there was the need to complete analyses for them. It was determined that these six resources are either not present, or are present but the changes in updated analytical tools, new regulations, and/or new data did not result in any changes from the FONSI and therefore do not warrant further analyses. These resources are listed below and the documentation can be found in the referenced appendices.

- Air Quality, Appendix D: An Environmental Programs Branch (EPB) air quality specialist consulted with Federal Highway Administration regarding the interim improvements, who concurred that the carbon monoxide hot spot analysis conducted for the 2010 EA remains valid and no new hot spot analysis is required for this project.
- Threatened or Endangered Species, Appendix E: The Information, Planning, and Conservation database managed by the US Fish and Wildlife Service was reviewed in September of 2014, to determine if there could be any federally listed Threatened and Endangered species present in the reevaluation study area or if new species were added since the FONSI. Additionally state-listed species of concern were considered. Habitat for federally listed or state-listed species are not present in the reevaluation project area.
- Historic Resources Appendix F: An EPB staff historian completed a COMPASS file search of an area larger than the reevaluation project area; this search returned nine resources, all of which are either not eligible for listing on the National Register of Historic Places, or are outside of the reevaluation project area.
- Archaeology, Appendix G: An EPB staff archaeologist completed a pedestrian survey of the project area that yielded negative results. If subsurface cultural resources are encountered during any phase of construction the Senior CDOT Archaeologist will be notified immediately so that resources may be evaluated in accordance with the National Register of Historic Places criteria.
- Paleontology, Appendix H: In addition to literature and database research, the EPB staff paleontologist conducted an on-the-ground reconnaissance for paleontological resources at the intersection of Powers Boulevard and Airport Road, as well as the area to the south of Stewart Avenue. A visual reconnaissance of the project area between Platte Avenue and Fountain Boulevard was also completed. No resources were found or have been previously recorded in the project area. If paleontological resources are encountered during any phase

of construction, the Senior CDOT Paleontologist will be notified immediately so that that resources may be evaluated.

- Hazardous Materials, Appendix I: A regulatory database search was completed in February 2015, and a site visit was completed in June 2015 to confirm the observations from the September 2013 site visit as documented in the attached Modified Environmental Site Assessment. No information was identified suggesting that the project area has been impacted by petroleum products or hazardous/toxic materials. There is no anticipated impact to the project from hazardous materials.
- Environmental Justice (EJ): 2010 Census data was reviewed and populations are present in surrounding areas but no long-term negative impacts will occur as a result of this project. There is no ROW acquisition other than the temporary easement from the Colorado Springs Airport. Potential short-term impacts related to construction that would be borne by EJ and non-EJ populations equally. Improved mobility would benefit all populations.

Environmental Resources Not Evaluated in this Re-Evaluation

The following resources were evaluated in the 2010 EA, but are either not present in the project area for this reevaluation, or would not be impacted. There may have been changes in laws, regulations, policies, methodologies or guidance, but these changes do not affect the impacts or mitigation associated with this project (please refer to Form 1399, page 6 “Regulatory Changes,” for a list of changes in laws, regulations, policies, methodologies or guidance). These resources have therefore been eliminated from further evaluation:

- Geology/Soils
- Energy
- Social Resources
- Section 4(f)
- Section 6(f)
- Land Use including Recreational Facilities
- Farmlands
- Floodplains
- Wetland or Waters of the US
- Wildlife including Fish
- Visual Resources/Aesthetics

Conclusion

The design change assessed in this reevaluation does not result in new impacts that require additional mitigation measures. The proposed action supports the purpose and need of the 2010 EA and 2011 FONSI. There would be a minor, temporary ROW impact for construction that has been approved by the Airport, and utilities will need to be modified or relocated. As committed to in the 2011 FONSI, a noise wall will be constructed within CDOT ROW to shield the Brandt Hollow condominiums from traffic noise. There will be an overall benefit to the traveling public as mobility would be improved due to the additional capacity provided on Powers Boulevard between Fountain Boulevard and Platte Avenue, as well as interim improvements to Airport Road and Stewart Avenue to the west and east of Powers Boulevard at the existing Airport Road intersection.

1. References

CDOT, 2010. “Environmental Assessment for Powers Boulevard (SH 21) between Woodmen Road and SH 16 in Colorado Springs, Colorado,” prepared by Wilson and Company for CDOT, published May 2010.

CDOT, 2011. “Finding of No Significant Impact for Powers Boulevard (SH 21) between Woodmen Road and SH 16 in Colorado Springs, Colorado,” prepared by Wilson and Company for CDOT, published January 2011.

**US 24/SH 21 Powers Boulevard Widening:
Fountain Boulevard to Platte Avenue
Environmental Assessment Reevaluation**

APPENDIX A – NOISE RESOURCES

STATE OF COLORADO



DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011

DATE: November 25, 2013

TO: Gabriel Cosyleon, R2
Project File

FROM: Jill Schlaefer, EPB

SUBJECT: **Amended** Air Quality and Noise Clearance for Project: NH2012-001 (17488),
Powers Boulevard Improvements Platte Avenue to Fountain Boulevard, El Paso County

This project will increase the total general purpose lanes on Powers Boulevard from 4-lanes to 6-lanes with addition of associated intersection acceleration and deceleration lanes between Platte Avenue and Fountain Boulevard in Colorado Springs. The original EA design at the Powers Boulevard-Airport Road interchange required elevating Powers over Airport Road in a modified diamond interchange. The interchange has been redesigned to bring Airport Road over Powers Boulevard in a divergent diamond interchange (DDI) configuration on a much smaller disturbance footprint. The new DDI overpass would cross Powers Boulevard at a location approximately 400 feet north of the current Powers-Airport intersection and overpass crossing proposed in the Powers EA. Due to this design change for the Airport Road interchange, Powers Boulevard will now remain at grade.

Phase 1 of this project constructs only the lane widening along Powers Boulevard. Phase 1 would also include restriping Airport Road to 4-lanes where 4 existing lanes neck down to two-lanes as Airport Road approaches the Powers-Airport Rd intersection. This work would be installed as interim improvements until the future Phase 2 DDI project would be built. Lastly, a 1675 foot long, noise wall of 12 to 16 feet in height will be constructed under Phase 1 along the Powers Boulevard right-of-way clear-zone at Brant Hollow townhomes as recommended in the Powers Boulevard FONSI (2010). A final design noise study was conducted to verify noise impacts and noise abatement measure parameters, including the new roadway and DDI interchange configurations.

Additionally, the segment of Airport Road located east of Powers will be realigned to connect to Stewart Avenue and the frontage road portion of Airport Road will be decommissioned and removed. The realignment of this segment of Airport Road occurs within a commercial area and no noise sensitive receptors are affected.

Consultation with FHWA on May 14, 2013 agreed that construction of recommended noise abatement measures along Airport Road at the Golden Acres subdivision should be deferred until construction of the Phase 2 Airport Road interchange. Current noise levels at Golden Acres homes nearest Powers Boulevard are 61 dBA, below the residential NAC B.

This consultation also concurred that the carbon monoxide hot spot analysis conducted for the Powers EA remains valid and no new hotspot analyses is required.

Therefore, Phase 1 of this project is cleared and can proceed to construction.

**US 24/SH 21 Powers Boulevard Widening:
Fountain Boulevard to Platte Avenue
Environmental Assessment Reevaluation**

APPENDIX B – TRAFFIC

Powers (SH21) Widening - Fountain to Platte

Traffic Technical Memorandum

June 27, 2013



TECHNICAL MEMORANDUM

Prepared for: Colorado Department of Transportation, Region 2

Prepared by: URS Corporation

Date: June 27, 2013

Re: Technical Memorandum for Traffic, US 24/SH 21 Powers Boulevard Widening, Fountain Boulevard to Platte Avenue, Colorado Springs, Colorado

1.0 PROJECT DESCRIPTION AND SCOPE

This project consists of widening the Powers Blvd (SH 21) corridor between Fountain Boulevard and Platte Avenue from 2 through lanes in each direction to 3 through lanes in each direction. This will consist of converting the existing 12 foot outside shoulders into through lanes and constructing new 8 foot outside shoulders. Work will also consist of designing improvements at the Powers Boulevard intersections with Aeroplaza Drive and Airport Road to accommodate the added through lane configurations. Dual left turn lanes will be provided in all directions at the Airport Road intersection. Improvements will extend both east and west along Airport Road to establish two through lanes each direction and a direct connection to Stewart Avenue.

Certain portions of this project are interim improvements, as the proposed action from the Environmental Assessment (EA) consists of interchanges on Powers Boulevard at Airport Road and at Fountain Boulevard, and an overpass at Aeroplaza Drive. This project is intended to abide by the commitments outlined in the accepted EA for Powers Boulevard dated April 2010 and signed May 4, 2010.

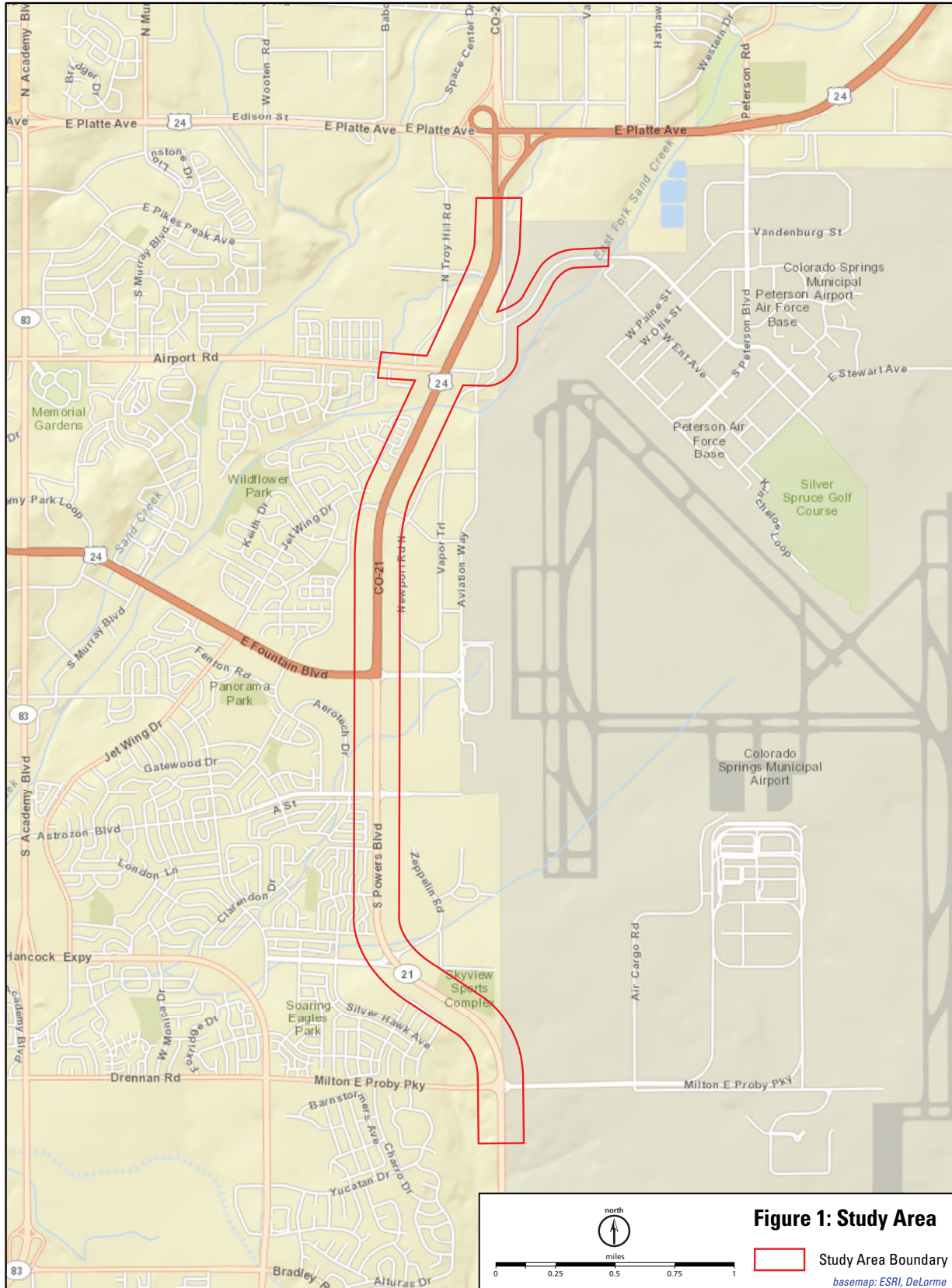
This technical memorandum will summarize: traffic count data, existing operational conditions, interim traffic volumes and interim design operational conditions. The traffic analysis will cover a larger area than the project limits and will include intersections along Powers Boulevard from south of Milton E. Proby Parkway to north of Airport Road.

2.0 EXISTING CONDITIONS

The purpose of this section is to summarize the existing traffic volumes, traffic characteristics, roadway characteristics, signalization, levels of service and deficiencies along the corridor. The existing conditions analysis year for this report is 2013.

2.1 STUDY AREA

The study area for this project is Powers Boulevard (SH 21) from just south of Milton E. Proby Parkway to just north of Airport Road. Figure 1 illustrates the study area for this project.



2.2 EXISTING TRAFFIC VOLUMES

A traffic count program was conducted along the Powers Boulevard (SH 21) corridor in March, 2013. Seventy-two-hour machine classification traffic counts were conducted at the following locations:

- Powers Boulevard between Airport/Stewart NB On-Ramp and Platte Ramps
- Airport Road between S. Troy Hill Road and Powers Boulevard
- Airport Road between Powers Boulevard and Industrial Place West
- Powers Boulevard between Aeroplaza Drive and Airport Road
- Powers Boulevard between Milton E. Proby Parkway and Hancock Expressway

Seventy-two-hour volume only machine counts were also conducted at the following locations:

- Powers Boulevard between Platte Avenue Ramps and Galley Road
- SB Platte Avenue Off-Ramp
- WB to SB Platte Avenue On-Ramp (Loop)
- EB to SB Platte Avenue On-Ramp
- NB Platte Avenue Off-Ramp
- EB to NB Platte Avenue On-Ramp (Loop)
- WB to NB Platte Avenue On-Ramp
- Airport/Stewart NB On-Ramp
- Stewart Avenue East of Airport Road
- Aeroplaza Drive west of Powers Boulevard
- Aeroplaza Drive east of Powers Boulevard
- Powers Boulevard between E. Fountain Boulevard and Aeroplaza Drive
- E. Fountain Boulevard West of Powers Boulevard
- E. Fountain Boulevard East of Powers Boulevard
- Powers Boulevard between Astrozon Boulevard and E. Fountain Boulevard
- Astrozon Boulevard West of Powers Boulevard
- Astrozon Boulevard East of Powers Boulevard
- Powers Boulevard between Hancock Expressway and Astrozon Boulevard
- Hancock Expressway West of Powers Boulevard

- Zeppelin Road East of Powers Boulevard
- Milton E. Proby Parkway West of Powers Boulevard
- Milton E. Proby Parkway East of Powers Boulevard
- Powers Boulevard South of Milton E. Proby Parkway

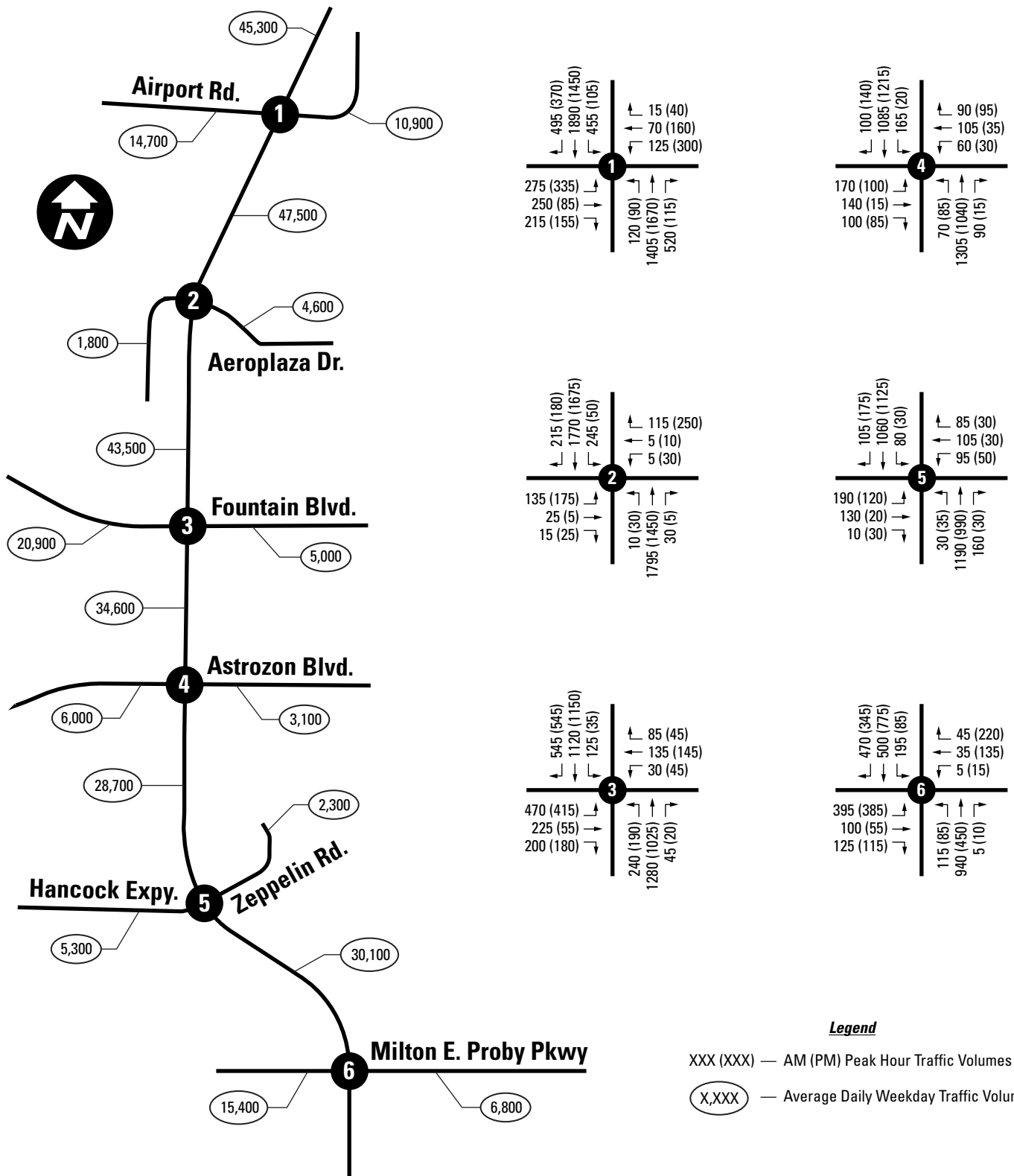
Morning and evening peak period turning movement counts were conducted at the following intersections in the study area:

- Platte Avenue and SB Powers Boulevard Ramps
- Platte Avenue and NB Powers Boulevard Ramps
- Airport Road and Stewart Avenue/NB Powers Boulevard On-Ramp
- Powers Boulevard and Airport Road
- Airport Road and S. Troy Hill Road
- Airport Road and Industrial Place West
- Airport Road and Industrial Place East
- Powers Boulevard and Aeroplaza Drive
- Powers Boulevard and E. Fountain Boulevard
- Powers Boulevard and Astrozon Boulevard
- Powers Boulevard and Hancock Expressway
- Powers Boulevard and Milton E. Proby Parkway

Figure 2 illustrates the existing average weekday traffic volumes and the a.m. and p.m. peak hour intersection traffic volumes along Powers Boulevard (SH 21) in the study area. The average weekday traffic volumes represent an average of the three days counted during the traffic count program and were rounded to the nearest hundred. The peak hour intersection traffic volumes were generated from the traffic count data and were balanced and rounded to the nearest five.

The traffic count data is included in Appendix A.

**Figure 2:
EXISTING (2013) PEAK HOUR TRAFFIC VOLUMES**



2.3 EXISTING TRAFFIC CHARACTERISTICS

The existing traffic characteristics for the corridor were estimated from the vehicle classification count data. These characteristics include the daily truck percentage, the K-factor (percentage of the daily volume occurring during the peak hour) and the D-factor (the directional distribution of the traffic). Table 1 summarizes the existing traffic characteristics.

Table 1 – Existing Traffic Characteristics

Intersection	Daily Volume	Daily Truck %	Direction	AM PEAK HOUR			PM PEAK HOUR		
				Peak Hour Volume	D-Factor	K-Factor	Peak Hour Volume	D-Factor	K-Factor
Powers Blvd Between Platte Ave and Airport Rd	45,300	5.5	NB	1,395	0.58	7.4	2,060	0.61	7.5
			SB	1,940			1,340		
Powers Blvd Between Airport Rd and Aeroplaza Dr	47,500	6.0	NB	1,560	0.54	7.1	1,620	0.51	6.6
			SB	1,825			1,530		
Powers Blvd Between Hancock Expy and Milton E Proby Pkwy	30,100	8.5	NB	1,240	0.52	8.0	1,040	0.55	7.7
			SB	1,165			1,275		
Airport Rd East of Powers Blvd	10,900	2.0	EB	965	0.84	10.6	310	0.64	7.8
			WB	185			540		
Airport Rd West of Powers Blvd	14,700	5.0	EB	690	0.53	8.9	535	0.51	7.4
			WB	615			560		

D-Factor = Peak Hour Directional Distribution of Traffic

K-Factor = Percentage of Daily Traffic That Occurs During the Peak Hour

As shown in Table 1, the daily truck percentages on Powers Boulevard (SH 21) range from 5.5% between Platte Avenue and Airport Road to 8.5% between Hancock Expressway and Milton E. Proby Parkway. The daily truck percentage on Airport Road is 2% to the east and 5% to the west of Powers Boulevard (SH 21). The K-Factors on Powers Boulevard (SH 21) range from 6.6% to 8.0% and the D-Factors range from 0.51 to 0.61. The K-factors on Airport Road range from 7.4% to 10.6% and the D-Factors range from 0.51 to 0.84.

2.4 EXISTING ROADWAY CHARACTERISTICS

Powers Boulevard (SH 21) from Airport Road to Milton E. Proby Parkway is a four-lane expressway with access to major cross-streets provided at signalized intersections along the corridor. The posted speed limit is 55 mph. There are six signalized intersections along the corridor at Airport Road, Aeroplaza Drive, Fountain Boulevard, Astrozon Boulevard, Hancock Expressway/Zeppelin Road and Milton E. Proby Parkway.

2.5 EXISTING TRAFFIC OPERATIONS

The existing levels of service (LOS) for the intersections along Powers Boulevard (SH 21) were estimated using the peak hour traffic counts collected in the corridor and SYNCHRO 7 analysis software which is based on the procedures documented in the *Highway Capacity Manual (HCM 2000)*, Transportation Research Board, 2000.

Intersection capacity analyses were conducted for both the a.m. and p.m. peak hours using the traffic volumes illustrated in Figure 2. The results of these analyses are summarized in Table 2 and the analysis reports are included in Appendix B.

As shown in the table, all of the existing signalized intersections along the corridor are currently operating at LOS C or better during the a.m. and p.m. peak hours with the exception of the Powers Boulevard (SH 21)/Airport Road intersection. It is currently operating at Level of Service D during both the a.m. and p.m. peak hours.

2.6 EXISTING DEFICIENCIES

The existing signalized intersections along the Powers Boulevard (SH 21) corridor are generally operating at LOS D or better during both the a.m. and p.m. peak periods. The analysis results illustrated in Table 2 show that several movements at the Powers Boulevard (SH 21)/Airport Boulevard intersection have V/C ratios at or approaching 1.0. This indicates that the intersection is reaching capacity. The eastbound and westbound left turn volumes are at a level that would benefit from dual left turn lanes. The southbound through movement during the a.m. peak hour has a V/C ration of 1.0 and a 95 percentile queue length exceeding 1200 feet. This indicates a need for additional through lanes.

Table 2 – Existing Signalized Intersection Operations Summary

Movement	# Lanes	EXISTING CONDITIONS (2013)										
		AM PEAK HOUR					PM PEAK HOUR					
		Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue (ft)	Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue	
Powers and Airport												
Eastbound	Left	1	275	0.97	95.2	F	473	335	0.99	88.5	F	512
	Through	1	250	0.93	97.8	F	429	85	0.37	62.0	E	139
	Right	1	215	0.75	54.9	D	261	155	0.48	15.0	B	82
Westbound	Left	1	125	0.95	111.9	F	215	300	0.81	60.1	E	388
	Through	1	70	0.40	67.2	E	123	160	0.90	105.8	F	305
	Right	1	15	0.09	24.1	C	25	40	0.23	39.1	D	59
Northbound	Left	1	120	1.00	110.0	F	155	90	0.75	84.2	F	148
	Through	2	1405	0.87	28.0	C	551	1670	0.95	33.6	C	864
	Right	1	520	0.37	0.3	A	0	115	0.08	0.1	A	0
Southbound	Left	2	455	0.89	78.8	E	328	105	0.79	102.9	F	114
	Through	2	1890	1.00	48.2	D	1202	1450	0.88	37.7	D	795
	Right	1	495	0.51	7.5	A	181	370	0.43	7.7	A	139
Overall				45.4	D				42.2	D		
Powers and Aeroplaza												
Eastbound	Left	1	135	0.88	104.3	F	318	175	0.68	62.5	E	230
	Through	1	25	0.12	60.1	E	58	5	0.02	47.6	D	16
	Right	1	15	0.08	24.7	C	26	25	0.09	16.3	B	27
Westbound	Left	1	5	0.04	63.4	E	19	30	0.16	45.5	D	53
	Through	1	5	0.05	64.6	E	19	10	0.05	53.5	D	28
	Right	1	115	0.63	24.7	C	64	250	0.86	50.6	D	216
Northbound	Left	1	10	0.15	81.7	F	14	30	0.43	79.7	E	53
	Through	2	1795	0.93	18.6	B	1117	1450	0.70	13.3	B	607
	Right	1	30	0.03	0.9	A	3	5	0.00	2.2	A	1
Southbound	Left	1	245	0.98	69.7	E	276	50	0.50	56.4	E	59
	Through	2	1770	0.73	3.3	A	173	1675	0.79	7.2	A	274
	Right	1	215	0.19	0.3	A	0	180	0.18	0.6	A	2
Overall				17.5	B				16.2	B		
Powers and Fountain												
Eastbound	Left	2	470	0.87	75.0	E	323	415	0.81	70.5	E	271
	Through	2	225	0.33	49.5	D	144	55	0.09	47.7	D	45
	Right	1	200	0.14	0.2	A	0	180	0.13	0.2	A	0
Westbound	Left	1	30	0.38	79.9	E	69	45	0.46	79.2	E	90
	Through	2	135	0.54	71.7	E	107	145	0.56	71.7	E	114
	Right	1	85	0.06	0.1	A	0	45	0.03	0.0	A	0
Northbound	Left	1	240	0.84	79.9	E	340	190	0.73	73.9	E	299
	Through	2	1280	0.77	31.8	C	682	1025	0.54	20.1	C	444
	Right	1	45	0.06	5.1	A	22	20	0.02	5.7	A	14
Southbound	Left	1	125	0.74	92.8	F	175	35	0.40	87.7	F	44
	Through	2	1120	0.78	20.1	C	633	1150	0.76	17.5	B	542
	Right	1	545	0.60	6.9	A	354	545	0.59	3.2	A	60
Overall				34.8	C				27.4	C		
Powers and Astrozon												
Eastbound	Left	1	170	0.73	59.8	E	202	100	0.69	75.5	E	156
	Through	2	140	0.32	49.5	D	90	15	0.07	54.5	D	18
	Right	1	100	0.07	0.1	A	0	85	0.06	0.1	A	0
Westbound	Left	1	60	0.37	45.8	D	81	30	0.19	50.5	D	56
	Through	2	105	0.43	57.3	E	74	35	0.20	55.9	E	33
	Right	1	90	0.06	0.1	A	0	95	0.07	0.1	A	0
Northbound	Left	1	70	0.50	74.0	E	76	85	0.55	59.8	E	97
	Through	2	1305	0.75	11.5	B	110	1040	0.44	4.5	A	55
	Right	1	90	0.11	0.4	A	1	15	0.01	0.5	A	1
Southbound	Left	1	165	0.69	63.5	E	227	20	0.31	67.0	E	46
	Through	2	1085	0.55	15.3	B	382	1215	0.59	14.8	B	442
	Right	1	100	0.11	2.5	A	26	140	0.14	2.2	A	29
Overall				21.1	C				14.3	B		
Powers and Hancock/Zeppelin												
Eastbound	Left	1	190	0.68	47.9	D	201	120	0.63	57.7	E	146
	Through	2	130	0.26	44.5	D	79	20	0.06	46.4	D	21
	Right	1	10	0.01	0.0	A	0	30	0.02	0.0	A	0
Westbound	Left	1	95	0.42	39.6	D	106	50	0.36	48.8	D	70
	Through	1	105	0.62	65.2	E	144	30	0.29	59.3	E	58
	Right	1	85	0.06	0.1	A	0	30	0.02	0.0	A	0
Northbound	Left	1	30	0.40	55.9	E	43	35	0.41	53.5	D	56
	Through	2	1190	0.71	15.7	B	479	990	0.45	5.0	A	233
	Right	1	160	0.20	2.6	A	28	30	0.03	0.8	A	2
Southbound	Left	1	80	0.57	76.0	E	105	30	0.30	78.9	E	44
	Through	2	1060	0.56	5.7	A	64	1125	0.51	1.7	A	27
	Right	1	105	0.08	0.1	A	0	175	0.13	0.1	A	0
Overall				18.0	B				8.7	A		
Powers and Milton E Proby												
Eastbound	Left	2	395	0.78	58.1	E	217	385	0.75	55.7	E	205
	Through	2	100	0.15	37.3	D	61	55	0.07	32.6	C	35
	Right	1	125	0.09	0.1	A	0	115	0.08	0.1	A	0
Westbound	Left	1	5	0.09	59.6	E	18	15	0.23	63.7	E	37
	Through	2	35	0.20	56.0	E	33	135	0.50	57.6	E	90
	Right	1	45	0.03	0.0	A	0	220	0.16	0.2	A	0
Northbound	Left	2	115	0.51	61.4	E	81	85	0.38	57.7	E	63
	Through	2	940	0.54	19.8	B	386	450	0.27	17.1	B	168
	Right	1	5	0.00	0.0	A	0	10	0.01	0.0	A	0
Southbound	Left	2	195	0.60	65.2	E	98	85	0.39	58.7	E	54
	Through	2	500	0.27	3.7	A	25	775	0.47	8.8	A	179
	Right	1	470	0.34	0.5	A	0	345	0.25	0.4	A	0
Overall				23.7	C				21.2	C		

3.0 INTERIM YEAR 2025 TRAFFIC VOLUME PROJECTIONS

The purpose of this section is to document the development of the interim year traffic volume projections. Year 2025 was chosen as the interim analysis year to predict operations of this interim improvement project over a ten year life.

The 2025 peak hour traffic volume projections were estimated by interpolating between the existing peak hour traffic count data collected for this project and the 2030 No Action peak hour volumes developed for the EA. If the interpolated volume resulted in a reduction, the existing volume was used. The interpolated volumes were then balanced and rounded to the nearest five. The 2025 Interim peak hour turning movement volumes are shown in Figure 3.

4.0 INTERIM DESIGN TRAFFIC OPERATIONS

The purpose of this section is to document the interim design operational analysis. The interim design levels of service for the signalized intersections were estimated using SYNCHRO 7 analysis software which is based on the procedures documented in the *Highway Capacity Manual (HCM 2000)*, Transportation Research Board, 2000. The interim design was analyzed using the Existing peak hour volumes shown on Figure 2 to estimate traffic operations if the interim improvements were in place today. The interim design was also analyzed using the projected 2025 Interim peak hour volumes shown on Figure 3. The following subsections summarize the results of these evaluations.

4.1 INTERIM DESIGN WITH EXISTING TRAFFIC OPERATIONS

Intersection capacity analyses were performed for the signalized intersections using the interim design geometry and existing traffic volumes to represent traffic operations if the interim improvements were in place today. These analyses were conducted for both the a.m. and p.m. peak hours using the traffic volumes illustrated on Figure 2. The results of these analyses are summarized in Table 3 along with the results for Existing conditions and 2025 Interim for comparison. The analysis reports are included in Appendix C.

**Figure 3:
2025 INTERIM PEAK HOUR TRAFFIC VOLUMES**

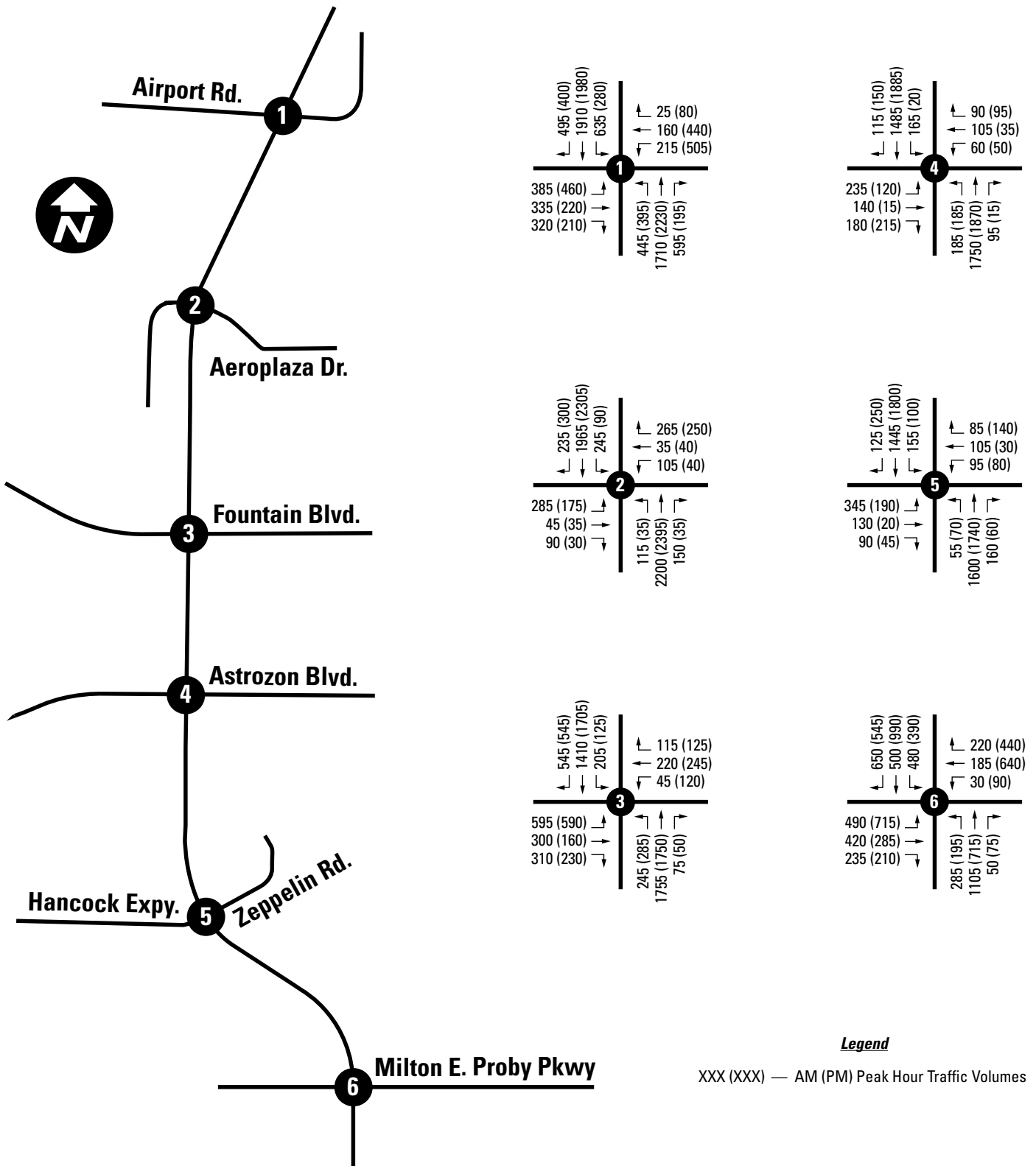


Table 3 – Signalized Intersection Operations Summary

Movement		EXISTING CONDITIONS (2013)										INTERIM CONCEPT WITH EXISTING TRAFFIC										INTERIM CONCEPT WITH 2025 TRAFFIC													
		# Lanes	AM PEAK HOUR					PM PEAK HOUR					# Lanes	AM PEAK HOUR					PM PEAK HOUR					# Lanes	AM PEAK HOUR					PM PEAK HOUR					
			Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue (ft)	Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue		Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue	Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue		Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue	Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue	
Powers and Airport																																			
Eastbound	Left	1	275	0.97	95.2	F	473	335	0.99	88.5	F	512	2	275	0.67	67.7	E	185	335	0.76	70.2	E	222	2	385	0.89	83.1	F	292	460	0.99	99.9	F	370	
	Through	1	250	0.93	97.8	F	429	85	0.37	62.0	E	139	2	250	0.69	71.0	E	177	85	0.42	71.3	E	75	2	335	0.75	70.3	E	230	220	0.61	69.1	E	164	
	Right	1	215	0.75	54.9	D	261	155	0.48	15.0	B	82	1	215	0.15	0.2	A	0	155	0.11	0.1	A	0	1	320	0.23	0.3	A	0	210	0.15	0.2	A	0	
Westbound	Left	1	125	0.95	111.9	F	215	300	0.81	60.1	E	388	2	125	0.53	71.9	E	99	300	0.58	59.8	E	191	2	215	0.80	85.9	F	177	505	0.91	78.8	E	363	
	Through	1	70	0.40	67.2	E	123	160	0.90	105.8	F	305	2	70	0.37	70.9	E	64	160	0.58	71.7	E	124	2	160	0.58	71.5	E	124	440	0.97	94.3	F	356	
	Right	1	15	0.09	24.1	C	25	40	0.23	39.1	D	59	1	15	0.01	0.0	A	0	40	0.03	0.0	A	0	1	25	0.02	0.0	A	0	80	0.06	0.1	A	0	
Northbound	Left	1	120	1.00	110.0	F	155	90	0.75	84.2	F	148	2	120	0.57	53.4	D	94	90	0.51	60.4	E	79	2	445	0.86	54.5	D	245	395	0.99	86.5	F	303	
	Through	2	1405	0.87	28.0	C	551	1670	0.95	33.6	C	864	3	1405	0.60	7.8	A	160	1670	0.63	8.4	A	164	3	1710	0.86	29.5	C	731	2230	0.98	39.1	D	956	
	Right	1	520	0.37	0.3	A	0	115	0.08	0.1	A	0	1	520	0.61	3.6	A	12	115	0.13	0.3	A	1	1	595	0.80	19.5	B	595	195	0.24	3.7	A	39	
Southbound	Left	2	455	0.89	78.8	E	328	105	0.79	102.9	F	114	2	455	0.82	69.6	E	292	105	0.47	71.8	E	88	2	635	0.92	72.7	E	445	280	0.95	103.9	F	245	
	Through	2	1890	1.00	48.2	D	1202	1450	0.88	37.7	D	795	3	1890	0.66	19.1	B	553	1450	0.53	18.7	B	406	3	1910	0.85	37.3	D	728	1980	0.94	45.8	D	774	
	Right	1	495	0.51	7.5	A	181	370	0.43	7.7	A	139	1	495	0.46	2.4	A	48	370	0.37	2.4	A	49	1	495	0.57	10.5	B	223	400	0.46	4.1	A	69	
Overall					45.4	D				42.2	D					23.8	C				23.4	C					40.7	D			52.2	D			
Powers and Aeroplaza																																			
Eastbound	Left	1	135	0.88	104.3	F	318	175	0.68	62.5	E	230	1	135	0.76	86.6	F	213	175	0.77	78.6	E	239	1	285	0.99	101.3	F	382	175	0.98	124.1	F	341	
	Through	1	25	0.12	60.1	E	58	5	0.02	47.6	D	16	1	25	0.15	62.3	E	58	5	0.03	58.6	E	17	1	45	0.28	64.2	E	86	35	0.30	71.4	E	74	
	Right	1	15	0.08	24.7	C	26	25	0.09	16.3	B	27	1	15	0.01	0.0	A	0	25	0.02	0.0	A	0	1	90	0.06	0.1	A	0	30	0.02	0.0	A	0	
Westbound	Left	1	5	0.04	63.4	E	19	30	0.16	45.5	D	53	1	5	0.05	63.6	E	18	30	0.18	51.9	D	55	1	105	0.45	52.8	D	145	40	0.24	61.9	E	78	
	Through	1	5	0.05	64.6	E	19	10	0.05	53.5	D	28	1	5	0.07	68.8	E	20	10	0.14	70.2	E	32	1	35	0.36	74.9	E	74	40	0.39	75.4	E	81	
	Right	1	115	0.63	24.7	C	64	250	0.86	50.6	D	216	1	115	0.80	0.1	A	0	250	0.18	0.3	A	0	1	265	0.19	0.3	A	0	250	0.18	0.3	A	0	
Northbound	Left	1	10	0.15	81.7	F	14	30	0.43	79.7	E	53	1	10	0.14	79.0	E	14	30	0.34	78.0	E	48	1	115	0.58	63.0	E	117	35	0.37	83.3	F	35	
	Through	2	1795	0.93	18.6	B	1117	1450	0.70	13.3	B	607	3	1795	0.67	8.6	A	448	1450	0.46	16.2	B	461	3	2200	0.91	16.1	B	548	2395	0.83	8.5	A	517	
	Right	1	30	0.03	0.9	A	3	5	0.00	2.2	A	1	1	30	0.04	2.4	A	6	5	0.00	7.4	A	1	1	150	0.19	2.0	A	17	35	0.04	1.1	A	3	
Southbound	Left	1	245	0.98	69.7	E	276	50	0.50	56.4	E	59	1	245	0.78	53.9	D	364	50	0.43	57.4	E	88	1	245	0.93	87.6	F	351	90	0.62	95.0	F	107	
	Through	2	1770	0.73	3.3	A	173	1675	0.79	7.2	A	274	3	1770	0.50	4.9	A	159	1675	0.52	7.2	A	162	3	1965	0.75	6.8	A	295	2305	0.74	4.9	A	315	
	Right	1	215	0.19	0.3	A	0	180	0.18	0.6	A	2	1	215	0.19	0.6	A	13	180	0.17	0.6	A	10	1	235	0.27	0.6	A	1	300	0.29	0.4	A	2	
Overall					17.5	B				16.2	B					12.0	B				14.8	B					20.6	C			12.7	B			
Powers and Fountain																																			
Eastbound	Left	2	470	0.87	75.0	E	323	415	0.81	70.5	E	271	2	470	0.85	71.7	E	313	415	0.81	70.2	E	269	2	595	1.18	150.3	F	504	590	1.17	146.4	F	497	
	Through	2	225	0.33	49.5	D	144	55	0.09	47.7	D	45	2	225	0.31	48.1	D	143	55	0.09	47.5	D	44	2	300	0.43	51.5	D	193	160	0.32	56.7	E	119	
	Right	1	200	0.14	0.2	A	0	180	0.13	0.2	A	0	1	200	0.14	0.2	A	0	180	0.13	0.2	A	0	1	310	0.22	0.3	A	0	230	0.16	0.2	A	0	
Westbound	Left	1	30	0.38	79.9	E	69	45	0.46	79.2	E	90	1	30	0.42	83.9	F	69	45	0.46	79.2	E	90	1	45	0.51	85.2	F	92	120	0.71	83.0	F	191	
	Through	2	135	0.54	71.7	E	107	145	0.56	71.7	E	114	2	135	0.54	71.7	E	107	145	0.56	71.7	E	114	2	220	0.70	75.0	E	164	245	0.75	77.7	E	181	
	Right	1	85	0.06	0.1	A	0	45	0.03	0.0	A	0	1	85	0.06	0.1	A	0	45	0.03	0.0	A	0	1	115	0.08	0.1	A	0	125	0.09	0.1	A	0	
Northbound	Left	1	240	0.84	79.9	E	340	190	0.73	73.9	E	299	1	240	0.81	76.8	E	373	190	0.70	71.0	E	282	1	245	1.03	122.5	F	453	285	1.20	171.0	F	551	
	Through	2	1280	0.77	31.8	C	682	1025	0.54	20.1	C	444	2	1280	0.76	31.1	C	671	1025	0.54	20.4	C	458	2	1755	1.09	87.0	F	1212	1750	1.03	63.8	E	1156	
	Right	1	45	0.06	5.1	A	22	20	0.02	5.7	A	14	1	45	0.06	4.9	A	22	20	0.02	6.0	A	15	1	75	0.10	3.9	A	28	50	0.06	4.1	A	22	
Southbound	Left	1	125	0.74	92.8	F	175	35	0.40	87.7	F	44	1	125	0.81	97.6	F	242	35	0.39	79.9	E	68	1	205	1.08	133.1	F	395	125	0.89	100.4	F	221	
	Through	2	1120	0.78	20.1	C	633	1150	0.76	17.5	B	542	2	1120	0.80	27.2	C	673	1150	0.77	18.2	B	360	2	1410	0.94	25.8	C	901	1705	1.14	92.7	F	1263	
	Right	1	545	0.60	6.9	A	354	545	0.59	3.2	A	60	1	545	0.64	9.8	A	115	545	0.63	7.1	A	214	1	545	0.64	6.7	A	138	545	0.67	12.4	B	523	
Overall					34.8	C				27.4	C					36.3	D				28.0	C					64.6	E			78.0	E			

Table 3 – Signalized Intersection Operations Summary (continued)

		EXISTING CONDITIONS (2013)										INTERIM CONCEPT WITH EXISTING TRAFFIC										INTERIM CONCEPT WITH 2025 TRAFFIC												
		AM PEAK HOUR					PM PEAK HOUR					AM PEAK HOUR					PM PEAK HOUR					AM PEAK HOUR					PM PEAK HOUR							
Movement	# Lanes	Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue (ft)	Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue	# Lanes	Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue (ft)	Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue	# Lanes	Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue (ft)	Volume	V/C Ratio	Delay sec/veh	LOS	95% Queue	
Powers and Astrozon																																		
Eastbound	Left	1	170	0.73	59.8	E	202	100	0.69	75.5	E	156	1	170	0.66	53.0	D	195	100	0.69	75.5	E	156	1	235	1.05	122.7	F	404	120	1.27	224.8	F	258
	Through	2	140	0.32	49.5	D	90	15	0.07	54.5	D	18	2	140	0.29	47.3	D	88	15	0.07	54.5	D	18	2	140	0.38	53.1	D	93	15	0.09	55.1	E	18
	Right	1	100	0.07	0.1	A	0	85	0.06	0.1	A	0	1	100	0.07	0.1	A	0	85	0.06	0.1	A	0	1	180	0.13	0.2	A	0	215	0.15	0.2	A	0
Westbound	Left	1	60	0.37	45.8	D	81	30	0.19	50.5	D	56	1	60	0.37	44.4	D	79	30	0.19	50.5	D	56	1	60	0.34	54.9	D	93	50	0.35	56.7	E	81
	Through	2	105	0.43	57.3	E	74	35	0.20	55.9	E	33	2	105	0.43	57.3	E	74	35	0.20	55.9	E	33	2	105	0.41	56.5	E	73	35	0.16	52.9	D	32
	Right	1	90	0.06	0.1	A	0	95	0.07	0.1	A	0	1	90	0.06	0.1	A	0	95	0.07	0.1	A	0	1	90	0.06	0.1	A	0	95	0.07	0.1	A	0
Northbound	Left	1	70	0.50	74.0	E	76	85	0.55	59.8	E	97	1	70	0.50	71.1	E	76	85	0.55	60.6	E	99	1	185	0.93	56.1	E	155	185	0.70	66.1	E	153
	Through	2	1305	0.75	11.5	B	110	1040	0.44	4.5	A	55	2	1305	0.76	12.4	B	191	1040	0.44	4.4	A	60	2	1750	0.99	17.6	B	658	1870	0.77	3.6	A	56
	Right	1	90	0.11	0.4	A	1	15	0.01	0.5	A	1	1	90	0.11	0.3	A	1	15	0.01	0.6	A	1	1	95	0.11	0.4	A	2	15	0.01	0.1	A	0
Southbound	Left	1	165	0.69	63.5	E	227	20	0.31	67.0	E	46	1	165	0.73	67.8	E	239	20	0.31	67.0	E	46	1	165	0.96	110.5	F	285	20	0.39	76.0	E	46
	Through	2	1085	0.55	15.3	B	382	1215	0.59	14.8	B	442	2	1085	0.56	16.5	B	398	1215	0.59	14.8	B	442	2	1485	0.86	29.9	C	713	1885	0.99	41.2	D	1061
	Right	1	100	0.11	2.5	A	26	140	0.14	2.2	A	29	1	100	0.11	2.7	A	27	140	0.14	2.2	A	29	1	115	0.14	4.9	A	42	150	0.17	4.8	A	49
Overall					21.1	C				14.3	B					21.5	C				14.3	B						32.5	C			28.2	C	
Powers and Hancock/Zeppelin																																		
Eastbound	Left	1	190	0.68	47.9	D	201	120	0.63	57.7	E	146	1	190	0.83	73.1	E	222	120	0.63	57.7	E	146	1	345	1.42	245.3	F	583	190	0.96	103.8	F	309
	Through	2	130	0.26	44.5	D	79	20	0.06	46.4	D	21	2	130	0.49	57.6	E	87	20	0.06	46.4	D	21	2	130	0.49	57.5	E	87	20	0.10	54.9	D	23
	Right	1	10	0.01	0.0	A	0	30	0.02	0.0	A	0	1	10	0.01	0.0	A	0	30	0.02	0.0	A	0	1	90	0.07	0.1	A	0	45	0.03	0.0	A	0
Westbound	Left	1	95	0.42	39.6	D	106	50	0.36	48.8	D	70	1	95	0.32	39.3	D	109	50	0.36	48.8	D	70	1	95	0.35	46.9	D	126	80	0.40	52.5	D	112
	Through	1	105	0.62	65.2	E	144	30	0.29	59.3	E	58	1	105	0.62	65.2	E	144	30	0.29	59.3	E	58	1	105	0.62	65.2	E	144	30	0.29	59.3	E	58
	Right	1	85	0.06	0.1	A	0	30	0.02	0.0	A	0	1	85	0.06	0.1	A	0	30	0.02	0.0	A	0	1	85	0.06	0.1	A	0	140	0.10	0.1	A	0
Northbound	Left	1	30	0.40	55.9	E	43	35	0.41	53.5	D	56	1	30	0.40	55.1	E	43	35	0.41	53.0	D	55	1	55	0.63	60.3	E	55	70	0.90	97.1	F	86
	Through	2	1190	0.71	15.7	B	479	990	0.45	5.0	A	233	2	1190	0.68	13.6	B	454	990	0.45	4.9	A	233	2	1600	1.06	54.8	D	915	1740	0.96	21.5	C	918
	Right	1	160	0.20	2.6	A	28	30	0.03	0.8	A	2	1	160	0.12	0.1	A	0	30	0.02	0.0	A	0	1	160	0.12	0.1	A	0	60	0.04	0.0	A	0
Southbound	Left	1	80	0.57	76.0	E	105	30	0.30	78.9	E	44	1	80	0.58	78.6	E	108	30	0.30	77.7	E	43	1	155	0.90	92.6	F	213	100	0.55	73.8	E	90
	Through	2	1060	0.56	5.7	A	64	1125	0.51	1.7	A	27	2	1060	0.54	4.1	A	51	1125	0.51	1.8	A	27	2	1445	0.83	11.0	B	760	1800	0.89	7.9	A	92
	Right	1	105	0.08	0.1	A	0	175	0.13	0.1	A	0	1	105	0.08	0.1	A	0	175	0.13	0.1	A	0	1	125	0.09	0.1	A	0	250	0.18	0.1	A	0
Overall					18.0	B				8.7	A					18.7	B				8.7	A						51.2	D			20.5	C	
Powers and Milton E Proby																																		
Eastbound	Left	2	395	0.78	58.1	E	217	385	0.75	55.7	E	205	2	395	0.78	58.1	E	217	385	0.75	55.7	E	205	2	490	0.86	62.2	E	318	715	0.99	76.0	E	443
	Through	2	100	0.15	37.3	D	61	55	0.07	32.6	C	35	2	100	0.15	37.3	D	61	55	0.07	32.6	C	35	2	420	0.49	38.9	D	214	285	0.25	27.8	C	127
	Right	1	125	0.09	0.1	A	0	115	0.08	0.1	A	0	1	125	0.09	0.1	A	0	115	0.08	0.1	A	0	1	235	0.17	0.2	A	0	210	0.15	0.2	A	0
Westbound	Left	1	5	0.09	59.6	E	18	15	0.23	63.7	E	37	1	5	0.09	59.6	E	18	15	0.23	63.7	E	37	1	30	0.40	69.7	E	61	90	0.63	69.8	E	131
	Through	2	35	0.20	56.0	E	33	135	0.50	57.6	E	90	2	35	0.20	56.0	E	33	135	0.50	57.6	E	90	2	185	0.58	57.6	E	116	640	0.96	72.0	E	406
	Right	1	45	0.03	0.0	A	0	220	0.16	0.2	A	0	1	45	0.03	0.0	A	0	220	0.16	0.2	A	0	1	220	0.16	0.2	A	0	440	0.32	0.6	A	0
Northbound	Left	2	115	0.51	61.4	E	81	85	0.38	57.7	E	63	2	115	0.51	61.4	E	81	85	0.38	57.7	E	63	2	285	0.64	54.6	D	166	195	0.98	112.8	F	167
	Through	2	940	0.54	19.8	B	386	450	0.27	17.1	B	168	2	940	0.54	19.8	B	386	450	0.27	17.1	B	168	2	1105	0.91	45.7	D	612	715	0.85	51.0	D	382
	Right	1	5	0.00	0.0	A	0	10	0.01	0.0	A	0	1	5	0.00	0.0	A	0	10	0.01	0.0	A	0	1	50	0.04	0.0	A	0	75	0.05	0.1	A	0
Southbound	Left	2	195	0.60	65.2	E	98	85	0.39	58.7	E	54	2	195	0.60	64.9	E	102	85	0.39	56.8	E	54	2	480	0.92	49.4	D	280	390	0.98	74.3	E	216
	Through	2	500	0.27	3.7	A	25	775	0.47	8.8	A	179	2	500	0.27	4.0	A	29	775	0.47	8.7	A	196	2	500	0.38	12.5	B	146	990	0.94	35.3	D	558
	Right	1	470	0.34	0.5	A	0	345	0.25	0.4	A	0	1	470	0.34	0.5	A	0	345	0.25	0.4	A	0	1	650	0.47	1.1	A	2	545	0.40	0.4	A	0
Overall					23.7	C				21.2	C					23.7	C				21.1	C						33.6	C			44.9	D	

Since the interim design roadway and intersection geometry will remain the same as existing from Milton E. Proby Parkway to Fountain Boulevard, the operations of the intersections along that portion of the corridor are expected to operate about the same as existing.

North of the Fountain Boulevard intersection, the interim improvements include one additional through lane in each direction on Powers Boulevard (SH21) through the Aeroplaza Drive and Airport Road intersections. At the Powers Boulevard (SH 21)/Airport Road intersection the interim improvements also include one additional through lane in each direction on Airport Road and dual left turns for all approaches.

As shown in the table, the interim improvements with existing traffic are projected to improve the level of service during both peak hours from LOS D to LOS C at the Powers Boulevard (SH 21)/Airport Road intersection. The delay is projected to decrease from 45.4 seconds per vehicle (sec/veh) to 23.8 sec/veh during the a.m. peak hour and from 42.2 sec/veh to 23.4 sec/veh during the p.m. peak hour. The vehicle queue lengths will also be reduced at this intersection. The longest queue (Southbound through movement during the a.m. peak hour) is projected to be reduced from 1202 feet to 553 feet.

The Powers Boulevard (SH 21)/Aeroplaza Drive intersection is projected to operate at the same level of service with the interim improvements. The delay is projected to decrease from 17.5 sec/veh to 12.0 sec/veh during the a.m. peak hour and from 16.2 sec/veh to 14.8 sec/veh during the p.m. peak hour

4.2 2025 INTERIM OPERATIONS

Intersection capacity analyses were performed for the signalized intersections using the interim design geometry and the projected 2025 Interim traffic volumes shown in Figure 3. These analyses were conducted for both the a.m. and p.m. peak hours. The results of these analyses are summarized in Table 3 along with the results for Existing conditions and the Interim Design with Existing Traffic, for comparison. The analysis reports are included in Appendix C.

The results shown in Table 3 indicate that the intersections along the corridor are projected to operate at LOS D or better through the 2025 interim design period with the exception of the Powers Boulevard (SH 21)/Fountain Boulevard intersection. It is projected to operate at LOS E during both peak periods. The V/C ratios for the Powers Boulevard (SH 21) through movements are greater than 1.0 which indicates a need for additional through lanes at this intersection. There are no interim improvements proposed for this intersection as part of this project.

5.0 SUMMARY

This project consists of widening the Powers Blvd (SH 21) corridor between Fountain Boulevard and Platte Avenue from two through lanes in each direction to three through lanes in each direction. This project will be constructed as an interim improvement until the future interchange project is designed and built.

The Existing Conditions traffic operations indicate that the intersections along the Powers Boulevard (SH 21) corridor are generally operating at LOS D or better overall. There are several movements at the Powers Boulevard (SH 21) Airport Road intersection that are reaching capacity and experiencing long queues. The results indicate a need for additional through lanes and dual left turn lanes at this intersection.

The interim design analysis results indicate that if the improvements proposed were implemented today, the level of service at the Powers Boulevard (SH 21)/Airport Road intersection would improve from LOS D to LOS C during both peak periods. Also, vehicle delays and queuing would be reduced along Powers Boulevard (SH 21) at both the Airport Road and Aeroplaza Drive intersections.

Analysis results also indicate that the intersections along the corridor are projected to operate at LOS D or better through the 2025 interim design period with the exception of the Powers Boulevard (SH 21)/Fountain Boulevard intersection. It is projected to operate at LOS E during both peak periods in 2025. The results indicate a need for an additional through lane in each direction on Powers Boulevard (SH 21) at this intersection to provide an acceptable level of service through the 2025 interim design period.

**US 24/SH 21 Powers Boulevard Widening:
Fountain Boulevard to Platte Avenue
Environmental Assessment Reevaluation**

APPENDIX C – WATER QUALITY



COLORADO

Department of Public Health & Environment

Dedicated to protecting and improving the health and environment of the people of Colorado

Mark Andrew, Res Engr
CDOT
1480 Quail Lake Loop Ste A
Colorado Springs, CO 80906

DATE: 9/16/2014

MEMO RE: Certification, Colorado Discharge Permit System
Permit No., COR030000, Certification Number: COR03M769

DIVISION CONTACTS: Lillian Gonzalez, Environmental Protection Specialist, at 303-692-3655, or Karen Harford, Admin, at 303-691-4019

ATTACHMENTS: Certification COR03M769, General Permit, Highlight Sheet, Inactivation form

The Water Quality Control Division (the Division) has reviewed the application submitted for the **Widening of Hwy 21 Between Fountain Blvd and Platte Ave** facility and determined that it qualifies for coverage under the CDPS General Permit for Stormwater Discharges Associated with Construction Activities (the permit). Enclosed please find a copy of the permit certification, which was issued under the Colorado Water Quality Control Act.

FEE INFORMATION:

The Annual Fee for this certification is \$245.00 [category 7, subcat 9 – Stormwater Construction per CRS 25-8-502] is invoiced every July. Do Not Pay This Now. The initial prorated invoice will be sent to the legal contact shortly.

CERTIFICATION RECORDS INFORMATION:

The following information is what the Division records show for this certification.
For any changes to Contacts – Legal, Facility, or Billing – a “Notice of Change of Contacts form” must be submitted to the Division. This form is also available on our web site and must be signed by the legal contact.

Facility: Widening of Hwy 21 Between Fountain Blvd and Platte Ave
Construction Activities
Highway/road development

El PasoCounty

Legal Contact (receives all legal documentation pertaining to the permit certification):

Mark Andrew, Res Engr
CDOT
1480 Quail Lake Loop Ste A
Colorado Springs, CO 80906

Phone number: 719-227-3205
Email: mark.andrew@state.co.us

Facility Contact (contacted for general inquiries regarding the facility):

Mark Andrew, Res Engr
CDOT
1480 Quail Lake Loop Ste A
Colorado Springs, CO 80906

Phone number: 719-227-3205
Email: mark.andrew@state.co.us

Billing Contact (receives the invoice pertaining to the permit certification):

Mark Andrew, Res Engr
CDOT
1480 Quail Lake Loop Ste A
Colorado Springs, CO 80906

Phone number: 719-227-3205
Email: mark.andrew@state.co.us

ADMINISTRATIVE CONTINUATION EXPLANATION:

The Division is currently developing a renewal permit and associated certification for the above permitted facility. The development and review procedures required by law have not yet been completed. The Construction Stormwater General Permit, which expired June 30, 2012, is administratively continued and will remain in effect under Section 104(7) of the Administrative Procedures Act, C.R.S. 1973, 24-4-101, et seq (1982 repl. vol. 10) until a renewal permit/certification is issued and effective. The renewal for this facility will be based on the application that was received 9/10/2014 The expiration date identified on the enclosed certification (6/30/2012) is correct; all effluent limits, terms and conditions of the administratively continued permit are in effect until the renewal is complete.

XC: Rick Willard - EPB Ferguson, RZ GDB Cosyleon, RZ EZO
Stressfeld, RZ File: 19565
Erreksen, RZ





Colorado Department
of Public Health
and Environment

**CERTIFICATION TO DISCHARGE
UNDER
CDPS GENERAL PERMIT COR-0300000
STORMWATER ASSOCIATED WITH CONSTRUCTION ACTIVITIES**

Certification Number: COR03M769

This Certification to Discharge specifically authorizes:

CDOT

to discharge stormwater from the facility identified as

Widening of Hwy 21 Between Fountain Blvd and Platte Ave

To the waters of the State of Colorado, including, but not limited to:

Sand Creek- Arkansas River

Facility Industrial Activity :

Highway/road development

Facility Located at:

Hwy 21 from Fountain Blvd to Platte Ave Colorado Springs CO 80906
El Paso County
Latitude 38.838789 Longitude -104.720800

Specific Information (if applicable):

Certification is effective: 9/16/2014

Expiration Date: 6/30/2012

***ADMINISTRATIVELY CONTINUED**

This certification under the permit requires that specific actions be performed at designated times. The certification holder is legally obligated to comply with all terms and conditions of the permit.

Signed,

Lillian Gonzalez, Environmental Protection Specialist
Permits Unit 1 Mgr
Water Quality Control Division

*explanation of Admin Continued in cover letter

**US 24/SH 21 Powers Boulevard Widening:
Fountain Boulevard to Platte Avenue
Environmental Assessment Reevaluation**

APPENDIX D – AIR QUALITY

STATE OF COLORADO



DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011

DATE: November 25, 2013

TO: Gabriel Cosyleon, R2
Project File

FROM: Jill Schlaefer, EPB

SUBJECT: **Amended** Air Quality and Noise Clearance for Project: NH2012-001 (17488), Powers Boulevard Improvements Platte Avenue to Fountain Boulevard, El Paso County

This project will increase the total general purpose lanes on Powers Boulevard from 4-lanes to 6-lanes with addition of associated intersection acceleration and deceleration lanes between Platte Avenue and Fountain Boulevard in Colorado Springs. The original EA design at the Powers Boulevard-Airport Road interchange required elevating Powers over Airport Road in a modified diamond interchange. The interchange has been redesigned to bring Airport Road over Powers Boulevard in a divergent diamond interchange (DDI) configuration on a much smaller disturbance footprint. The new DDI overpass would cross Powers Boulevard at a location approximately 400 feet north of the current Powers-Airport intersection and overpass crossing proposed in the Powers EA. Due to this design change for the Airport Road interchange, Powers Boulevard will now remain at grade.

Phase 1 of this project constructs only the lane widening along Powers Boulevard. Phase 1 would also include restriping Airport Road to 4-lanes where 4 existing lanes neck down to two-lanes as Airport Road approaches the Powers-Airport Rd intersection. This work would be installed as interim improvements until the future Phase 2 DDI project would be built. Lastly, a 1675 foot long, noise wall of 12 to 16 feet in height will be constructed under Phase 1 along the Powers Boulevard right-of-way clear-zone at Brant Hollow townhomes as recommended in the Powers Boulevard FONSI (2010). A final design noise study was conducted to verify noise impacts and noise abatement measure parameters, including the new roadway and DDI interchange configurations.

Additionally, the segment of Airport Road located east of Powers will be realigned to connect to Stewart Avenue and the frontage road portion of Airport Road will be decommissioned and removed. The realignment of this segment of Airport Road occurs within a commercial area and no noise sensitive receptors are affected.

Consultation with FHWA on May 14, 2013 agreed that construction of recommended noise abatement measures along Airport Road at the Golden Acres subdivision should be deferred until construction of the Phase 2 Airport Road interchange. Current noise levels at Golden Acres homes nearest Powers Boulevard are 61 dBA, below the residential NAC B.

This consultation also concurred that the carbon monoxide hot spot analysis conducted for the Powers EA remains valid and no new hotspot analyses is required.

Therefore, Phase 1 of this project is cleared and can proceed to construction.

**US 24/SH 21 Powers Boulevard Widening:
Fountain Boulevard to Platte Avenue**

Environmental Assessment Reevaluation

APPENDIX E – THREATENED AND ENDANGERED SPECIES

Project name: US 24/SH21
Project number: FSA 021A-003 **County(s):** El Paso
Sub-acct: 19565 **Region:** 2
Due date: 9/15/2014 **Date completed:** 9/2/2014

Location: US 24 and fountain Blvd to Airport Road and Stewart Ave.
Description: overlay, intersection improvement, addition of turning lanes, shouldering new alignment of Airport Rd.
Site Visit: y
Photo? n **Contact:** Gabe Cosyleon
Elevation: 6050'-6150'
Habitat: Piedmont plains
 shortgrass prairie contains buffalograss, blue grama, western wheatgrass, galleta, sand dropseed, sideoats grama, and yucca
Ownership: private, CDOT
SGPI: No due to new alignment

ESA Species	Habitat	NDIS	Other	Impact?	Rationale
Arkansas darter	n		n		No waterways will be impacted
Greenback cutthroat trout	n		n		No waterways will be impacted
Least Tern	n		n		No depletions to the S. Platte River
Mexican Spotted Owl	n		n		No habitat will be impacted
Pallid sturgeon	n		n		No depletions to the S. Platte River
Piping Plover	n		n		No depletions to the S. Platte River
Preble's meadow jumping mouse	n		n		No habitat will be impacted
Ute ladies'-tresses orchid	n		n		No habitat will be impacted
Western prairie fringed orchid	n		n		No depletions to the S. Platte River
Whooping Crane	n		n		No depletions to the S. Platte River

State species	Habitat	NDIS	Other	Impact?	Rationale
Bald Eagle	n		n		no nests or roosts w/in 0.5 mi. No pdog towns will be impacted
Black-tailed Prairie Dog	y	n	y	n	no pdog towns will be impacted
Botta's Pocket Gopher	n		n		no habitat will be impacted
Ferruginous Hawk	y	n	y	possible	vicinity to exiting highway will minimize impact. Nest surveys will occur prior to construction. Will not impact the species as a whole.
Greater Sandhill Crane	n		n		no habitat will be impacted
Long-billed Curlew	n		n		no habitat will be impacted
Midget Faded Rattlesnake	n		n		no habitat will be impacted
Mountain Plover	n		n		no habitat will be impacted
Northern Leopard Frog	n		n		no waterways will be impacted
Peregrine Falcon	n		n		no cliffs will be impacted
Plains Leopard Frog	n		n		no waterways will be impacted
Plains Sharp-tailed Grouse	y	n	n	possible	vicinity to exiting highway will minimize impact. Nest surveys will occur prior to construction. Will not impact the species as a whole.

Swift Fox	y	n	y	possible	Vicinity to exiting highway will minimize impact. No dens were observed during survey (8/2014). Will not impact the species as a whole.
Townsend's Big-eared Bat	n			n	no habitat will be impacted
Western Burrowing Owl	y	n	y	n	no pdog towns will be impacted
Western Snowy Plover	n			n	no habitat will be impacted
Wolverine	n			n	below elevational tolerances

USFS/Other	Habitat	NDIS	Other	Impact?	Rationale
n/a					

Depl none

SB40 no

MBTA In order to avoid violating the Migratory Bird Treaty Act of 1918, if any vegetation is to be removed or work on/under bridges is to be completed between April 1 and August 31, a survey must be completed for active nests. If an active nest(s) is found no work may be done within 50' of the nest(s) until the nest(s) becomes inactive. To avoid the survey requirement, it is recommended that all vegetation that needs to be removed, be removed after August 31 and before April 1. See spec 240 for details.

Summary: *There are expected to be no T&E impacts as a result of this project.*

This clearance is valid for 1 year from the date of completion

**US 24/SH 21 Powers Boulevard Widening:
Fountain Boulevard to Platte Avenue
Environmental Assessment Reevaluation**

APPENDIX F – HISTORIC RESOURCES

**STATE OF
COLORADO**

Cosyleon - CDOT, Gabriel <gabriel.cosyleon@state.co.us>

Revised Section 106 Clearance, Project FSA 021A-003, Powers Blvd Auxiliary Lane, Part II, SA 19565

1 message

Schoch - CDOT, Lisa <lisa.schoch@state.co.us>

Fri, Oct 18, 2013 at 11:06 AM

To: Gabriel Cosyleon - CDOT <gabriel.cosyleon@state.co.us>

I reviewed your request for a Section 106 review and clearance for the project referenced above, which involves widening State Highway 21 (US 24 G/Powers Boulevard) from two lanes to three lanes in each direction from E. Platte Avenue on the north end to E. Fountain Boulevard on the south end of the project area. Included in the scope is construction of a noise wall. All of these scope items were covered in the Environmental Assessment and Finding of No Significant Impact (FONSI) for Powers Boulevard, which were completed in 2010.

The project also involves modifications at the intersections of Powers Boulevard and Aeroplaza Road and Airport Road to include Americans With Disabilities Act (ADA) Ramps that will be installed within current right of way (ROW). The scope also includes realignment of Airport Road east of Powers Boulevard to connect to Stewart Avenue. This section of Airport Road, which currently serves as a frontage road to Powers Boulevard, will be decommissioned. The realignment and decommission of Airport Road was not addressed in the EA and will require ROW purchases. These scope actions are the subject of this clearance.

I conducted a file search of the general project area in the Office of Archaeology and Historic Preservation Compass database. The search resulted in nine resources, including the Original Colorado Springs Municipal Airport (5EP774, a portion of which was identified as a National Register of Historic Places listed district in November 1996. Other resources include a segment of the Colorado & Southern Pacific Railroad (5EP713, potentially eligible), individual buildings associated with the old airport (5EP2890 and 5EP2891, no assessment), the Sand Creek Bridge (5EP3320, no longer extant), the Platte Avenue Bridge (5EP3684, not eligible), the Airport Associates Farmstead (5EP5031, not eligible), the airfield control tower at Peterson Airforce Base (5EP7085, needs data), and a hangar (5EP578, not eligible). These resources are either not within the project area of the EA scope or the location of the additional improvements or are officially not eligible.

I also evaluated the properties where ROW or easements will be necessary. ROW and a permanent easement are needed along the new alignment of Airport Road at Industrial Place. There are six properties (5620, 5645, 5735, 5745, and 5775 Industrial Place; 620 Aviation Way) in this location. Based on information from the El Paso County Assessor, these buildings date to between 1985 and 2005 and do not meet the minimum 50-year age requirement to be considered historic and would not be eligible under Criterion Consideration G, for properties that have gained significance within the past 50 years.

The additional proposed ROW is located on City of Colorado Springs Airport property and is open land east of the existing Airport Road alignment and just west of the East Fork of Sand Creek. These open areas of land are separated from the old airport property and Peterson Field by the creek and are legally owned by the airport, but given that they are separated by the creek, would not likely be considered a historic part of the old airport.

I also checked the USGS topographic map for the Elsmere quadrangle (dated 1950 and dated 1961, photorevised 1969, 1975). The roadways that will be affected, including Powers Boulevard, the proposed realigned portion of Airport Road, and Stewart Avenue were all built after 1975 and are not considered historic.

Based on the project scope, the project does not have the potential to affect historic properties and can be cleared under Stipulation III E (Exempted Categories) of the May 2010 Section 106 Programmatic Agreement.

If the scope of work changes, please contact me to re-evaluate the clearance.

Lisa

LISA SCHOCH

SENIOR STAFF HISTORIAN

CDOT ENVIRONMENTAL PROGRAMS BRANCH

4201 EAST ARKANSAS AVENUE

DENVER, CO 80222

[303-512-4258](tel:303-512-4258)

LISA.SCHOCH@STATE.CO.US

**US 24/SH 21 Powers Boulevard Widening:
Fountain Boulevard to Platte Avenue**

Environmental Assessment Reevaluation

APPENDIX G – ARCHAEOLOGICAL RESOURCES

III. PROJECT LOCATION

Please attach a photocopy of USGS Quad. clearly showing the project location. The Quad. should be clearly labeled with the Prime Meridian, Township, Range, Section(s), Quad. map name, size, and date. Please do not reduce or enlarge the photocopy.

14. Description: The project is located in Colorado Springs on State Highway 21 (US 24G) from Platte Avenue to Fountain Boulevard between mileposts 308.23-310.84.
15. Legal Location: Quad. Map: **Elsmere (1961, rev. 1994)** Principal Meridian:

NOTE: Only generalized subdivision ("quarter quarters") within each section is needed

Township: **14S** Range: **66W** Sec.: **13** 1/4s **E½ E½**

Township: **14S** Range: **66W** Sec.: **24** 1/4s **E½ SW; W½ NE; NE NE; NW SE**

Township: **14S** Range: **66W** Sec.: **25** 1/4s **E½ NW**

Township: **14S** Range: **65W** Sec.: **18** 1/4s **W½ SW**

If section(s) is irregular, explain alignment method: SW section corner

16. Total number of acres surveyed: approx. 95 ac (38.45 ha)
17. Comments: The survey area encompassed about 89 acres within the existing ROW of the highway, Airport Road and Stewart Avenue (each generally 200 feet wide), plus about six acres within two small easements on private property at Industrial Place and the airport. Previously surveyed areas were examined again, as necessary.

IV. ENVIRONMENT

18. General Topographic Setting: Heavily modified rolling plains adjacent to East Fork of Sand Creek
Current Land Use: Commercial, light industrial and municipal airport
19. Flora: Primarily grasses, weeds, prickly pear cactus, and yucca
20. Soils/Geology: Light brown loam with small gravel
21. Ground Visibility: At the time of survey ground surface visibility ranged between 0-85% (but only about 15 percent on average) due to vegetation.
22. Comments: Nearly the entire project area has been heavily disturbed by prior construction and maintenance of the highway and local roads, in addition to adjacent commercial and municipal activities.

V. LITERATURE REVIEW

23. Location of File Search: OAHIP via COMPASS Date: August 9, 2013
24. Previous Survey Activity:
In the project area: Numerous surveys conducted by CDOT along Powers Boulevard (EP.CH.NR32; EP.CH.NR43; EP.CH.R39; EP.CH.R49)

In the general region: In addition to the CDOT surveys along Powers Boulevard, surveys have been conducted for activities on the adjacent municipal airport/Peterson Air Force Base property.

V. LITERATURE REVIEW (continued)

25. Known Cultural Resources
In the project area: None

In the general region (summarize): Prehistoric resources known in the vicinity include lithic scatters and open camps associated with Archaic and Late Prehistoric stage occupations. Historic resources are primarily associated with agriculture and transportation.

26. Expected Results: Cultural remains were not anticipated due to extensive disturbance in the project corridor.

VI. STATEMENT OF OBJECTIVES

27. To locate and record all cultural resources which may be affected by the proposed project; to evaluate all resources per eligibility criteria of the National Register of Historic Places (NRHP) and determine project impacts to significant localities; and to formulate management recommendations for significant resources.

VII. FIELD METHODS

28. Definitions:

Prehistoric site - any locality exhibiting structures or features (e.g., stone circle or hearth) or having five or more artifacts in apparent association with one another and occurring within a restricted area.

Historic site - any structural remnant (e.g., house outbuilding, root cellar), trash concentration or scatter suggesting residential or industrial use of the area, or refuse dump; **minimum age, 50 years.**

Prehistoric isolated finds - nonstructural remains consisting of four or fewer artifacts.

Historic isolated finds - individual historic artifacts or small clusters of artifacts that do not represent established refuse dumps; **minimum age, 50 years.**

29. Describe Survey Method: The project area was surveyed by one individual walking sinuous transects at 10 meter intervals, as necessary. Ant hills were examined for microartifacts. Survey of the airport parcel was delayed until August 2014 due to difficulties in obtaining right of entry.

VIII. RESULTS

30. List IFs if applicable. Indicate IF locations on the map completed for Part III.

A. Smithsonian Number: N/A Description:

31. Using your professional knowledge of the region, why are there no or very limited cultural remains in the project area? Is there subsurface potential?

The lack of archaeological remains is related to the narrow configuration of the project corridor and extensive impacts associated with previous construction and maintenance of the highway, in addition to adjacent commercial and municipal activities. No evidence of subsurface cultural deposits was noted.

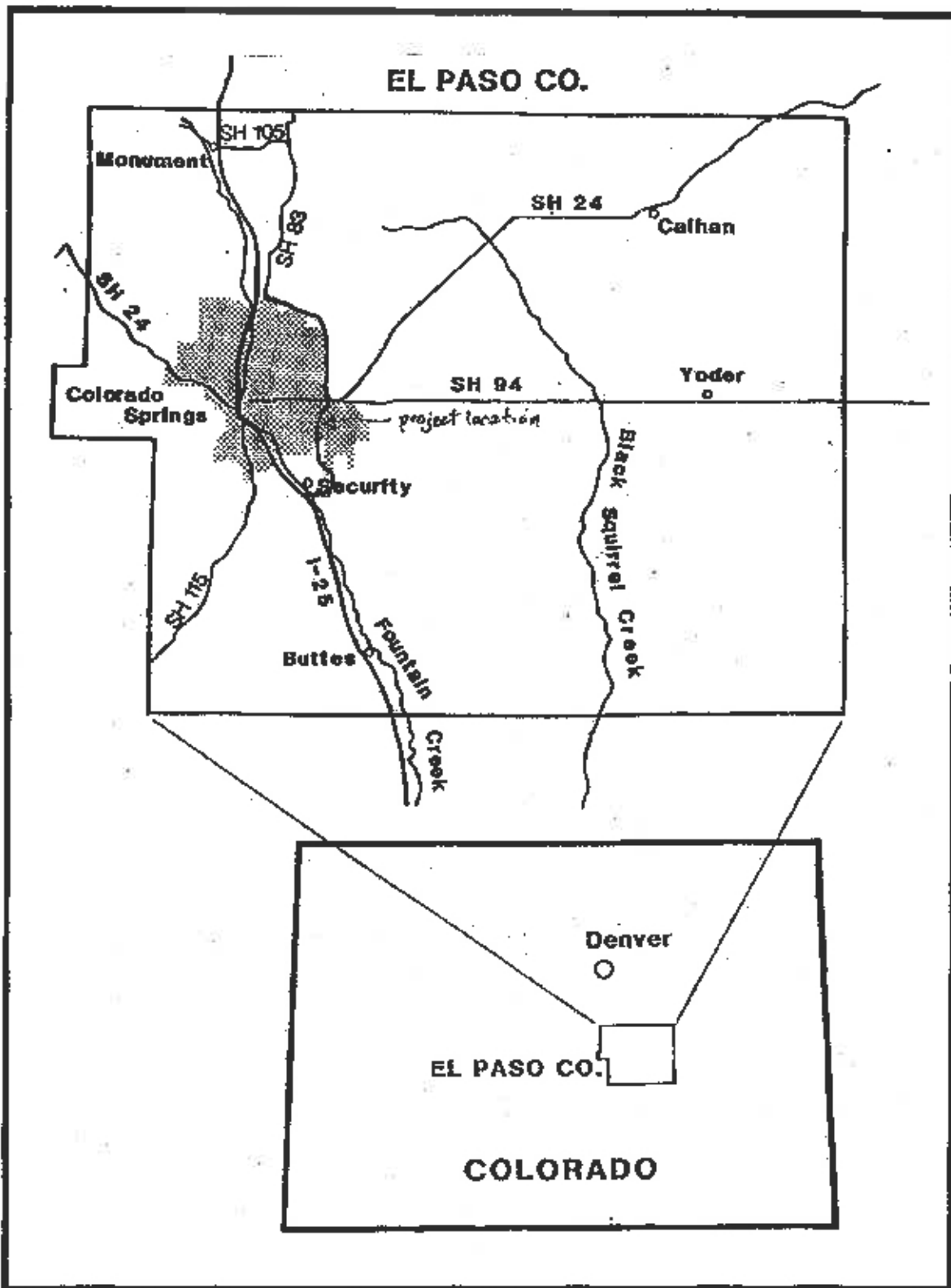


Figure 1. El Paso County map showing project location

CDOT Project FSA-021A-003, Powers Boulevard Auxiliary Lanes Pt. II
Elsmere (1961, rev. 1994) 7.5' USGS topographic map
Sixth P.M., T14S, R66W, Sections 13, 18, 24, and 25
El Paso County, Colorado

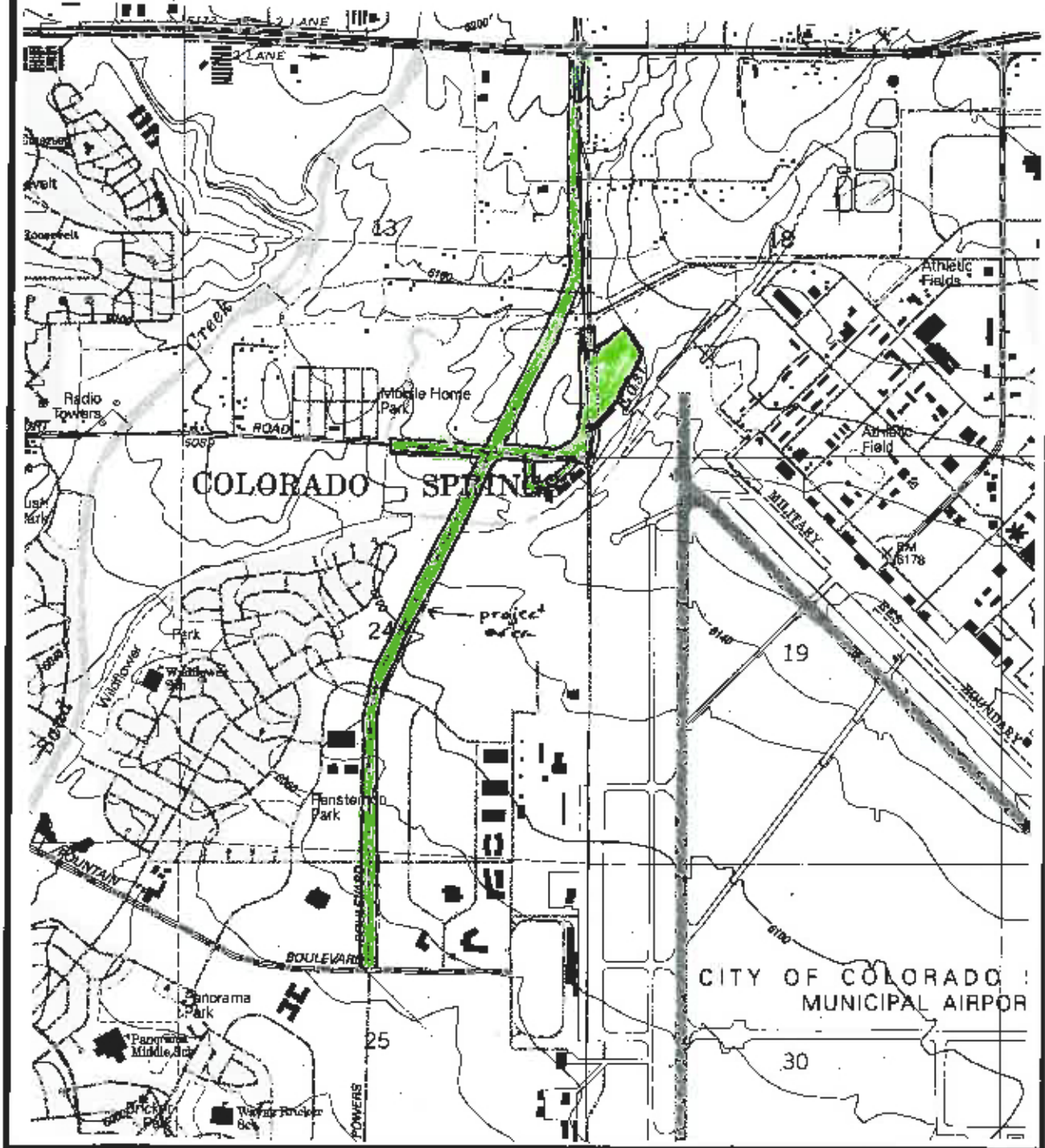


Figure 2. Portion of Elsmere 7.5' USGS topographic map showing project area

**US 24/SH 21 Powers Boulevard Widening:
Fountain Boulevard to Platte Avenue
Environmental Assessment Reevaluation**

APPENDIX H – PALEONTOLOGICAL RESOURCES



COLORADO

Department of Transportation

Division of Transportation Development

Environmental Programs Branch
4201 E. Arkansas Ave., Shumate Bldg
Denver, CO 80222

TO: G. Cosyleon

FROM: F. Nicole Peavey

DATE: 9 September 2014

RE: Paleontological survey for project FSA 021A-003, Powers Blvd (SH21) Widening from Platte Ave to Fountain Blvd

On 18 August 2014, Colorado Department of Transportation staff paleontologist F. Nicole Peavey conducted on-the-ground reconnaissance for paleontological resources for project FSA 021A-003, Powers Blvd (SH21) Widening, at the intersection of the original project area and Colorado Springs Airport property, near the intersection of S Powers Blvd and Airport Rd at US 24 approximate MP 309.5, as well as visual reconnaissance of the southern portion of the project area on SH 21 between E Fountain Blvd and Airport Road, in Colorado Springs, El Paso County. Additionally, the northern portion of the main project area, along SH 21 between E Platte Ave and Airport Rd, was surveyed on 7 November, 2013.

According to the best available geologic map of the area, the project is underlain by the following geologic units, in stratigraphic order from youngest to oldest:

af - artificial fill	Latest Holocene
Qay1 - young alluvium one	Late Holocene
Qay2 - young alluvium two	Late and Middle(?) Holocene
Qes2 - older eolian sand	Late Pleistocene
Qam - middle alluvium	Late Pleistocene
Qao - old alluvium	Early to Middle Pleistocene
Kfh - Fox Hills Sandstone	Upper Cretaceous
Kp - Pierre Shale	Upper Cretaceous

Holocene deposits are generally considered to be too young (less than 10,000 years old) to contain paleontological resources. Pleistocene deposits may contain fossil or subfossil remains, but are not typically subjected to a full pedestrian survey, especially when the project area is heavily vegetated. However, in this case, it was desirable to observe portions of the project area along with other specialists, and a pedestrian survey was therefore conducted where the project area intersected with airport property. Visible exposures were limited to small blowouts and anthills, which were examined for microfossils including rodent teeth. No fossils of any kind were identified within the airport portion of the project area. Other Pleistocene exposures were subject to visual survey and on-the-ground spot-checks, during which no fossil or subfossil remains were identified.



The Fox Hills Sandstone and Pierre Shale are both considered to be moderately paleontologically sensitive (PFYC 3). They would normally be surveyed on foot; however, no exposures warranting pedestrian survey are visible within the project area based on visual and remote-visual inspection. However, spot-monitoring of major ground disturbances between the north end of the project area and the East Fork of Sand Creek (just south of Airport Road) may be warranted.

Furthermore, I am not aware of any previously recorded fossil localities within this project area. Therefore, I am recommending clearance for project FSA 021A-003, with the stipulation that I will be provided with the final project plans, and at that time make a determination as to whether there will be any impacts to the Pierre Shale and Fox Hills Sandstone. Monitoring or other mitigation, if any, will be recommended at that time. As always, should paleontological resources be uncovered during project work that is not being actively monitored, I should be notified immediately.

Geologic Map Reference

Madole, R.F. and Thorson, J.P., 2003, Geologic Map of the Elsmere 7.5 Minute Quadrangle, El Paso County, Colorado: Colorado Geological Survey, Open-File Report OF02-02, scale 1:24,000.



**US 24/SH 21 Powers Boulevard Widening:
Fountain Boulevard to Platte Avenue**

Environmental Assessment Reevaluation

APPENDIX I – MODIFIED ENVIRONMENTAL SITE ASSESSMENT

June 23, 2015

Modified Environmental Site Assessment (Revised)

Powers Boulevard Reevaluation
Colorado Springs
El Paso County, Colorado

Prepared For:

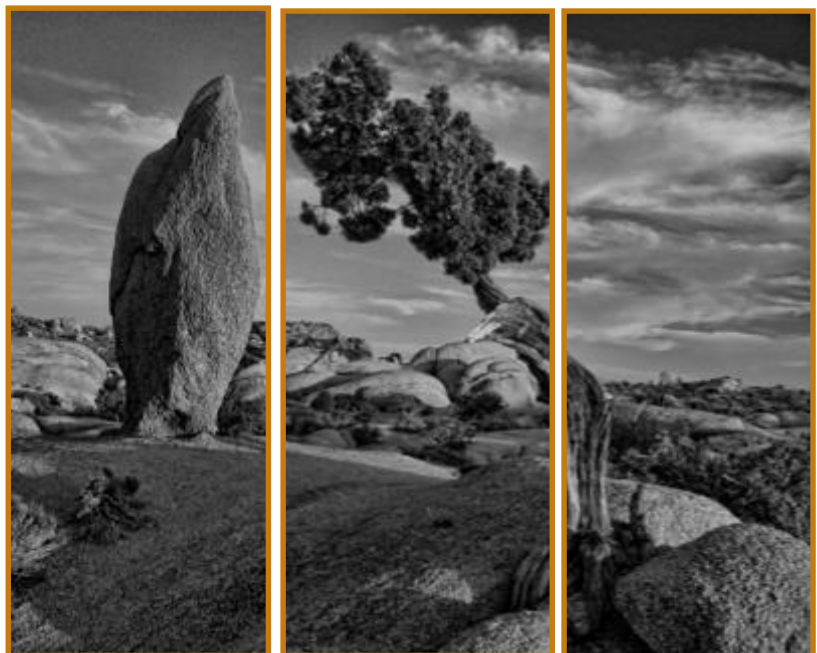
AECOM
2315 Briargate Parkway
Suite 150
Colorado Springs, Colorado 80920

Pinyon Project No.:

I/13-359-02.8002

CDOT Project No.:

FSA 021A-003 (PCI9565)





Corporate Headquarters
9100 West Jewell Avenue, Suite 200 Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

June 23, 2015

Modified Environmental Site Assessment (Revised)

Powers Boulevard Reevaluation
Colorado Springs
El Paso County, Colorado

Prepared For:

AECOM
2315 Briargate Parkway
Suite 150
Colorado Springs, Colorado 80920


Pinyon Project No.:

I/13-359-02.8002

CDOT Project No.:

FSA 021A-003 (PCI9565)

Prepared by:


Amanda Cushing
Environmental Scientist

Reviewed by:



Lauren E. Evans, P.E.
President

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I. Introduction

I.1 Site Location (see also Section 2.0)

Site: Powers Boulevard Reevaluation

Address: Colorado Springs (Figures 1 and 2)

County, State: El Paso County, Colorado

I.2 Purpose and Scope of Services

The purpose of this assessment was to perform an evaluation for the potential presence of hazardous and/or toxic materials (otherwise known as “Recognized Environmental Conditions”)¹ at the Site. This report is made pursuant to all appropriate inquiry into the prior ownership and uses of the Site, consistent with good commercial and customary practices appropriate to a commercial purchaser or fee owner of real property, and is intended to permit the user to satisfy one of the requirements to qualify for landowner liability protection.

This Modified Phase I Environmental Site Assessment (MESA) generally meets the requirements of the ASTM *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (E 1527-05)*, with the deviations noted in Section 7.1, and the Colorado Department of Transportation (CDOT), *Modified Environmental Site Assessment (M-ESA) Guidance*. The report was formatted for reading ease and does not follow the suggested ASTM format.

The scope of services for the project included the following:

I. Records Review.

- An evaluation of historical Site use, by reviewing the following sources:
 - Aerial photographs reasonably available from public sources;
 - Historical United States Geological Survey (USGS) topographic maps;
 - Fire insurance maps;
 - Property tax files;

¹ Recognized environmental (RECs) are defined conditions by ASTM as the presence or likely presence of any hazardous substances or petroleum products on a property under 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 property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate environmental agencies.

- Local street directories; and
 - Zoning and land use records.
 - A review of the compliance history of the Site, and of any adjacent sites, as identified by the regulatory database survey (Appendix A).
 - A review of records reasonably available from appropriate federal, state, and local regulatory agencies for documented soil and/or groundwater contamination investigations conducted at the Site and the vicinity, as defined by the CDOT MESA Guidelines.
 - A review of available documents from local agencies (Table I) to evaluate development of the Site and, where reasonably available or relevant to the Site, the adjacent properties.
 - A review of information regarding the physical settings of the Site, including:
 - The current USGS 7.5-minute topographic map;
 - Geology information published by the USGS;
 - National Resource and Conservation Service (NRCS) soil surveys; and
 - Groundwater information published by the USGS.
2. **Site Reconnaissance.** A reconnaissance survey of the Site and surrounding areas was completed on November 5, 2013, and November 25, 2013, to evaluate present conditions. A Geosearch was completed in February 2015; it yielded no new or changed conditions from the 2013 Site visit that are of concern to the project.
3. **Interviews.** The owner interview was not conducted as part of this MESA.
4. **Additional Services.** Services beyond those required by ASTM or CDOT were not completed.

Report. Presentation of the aforementioned services in this report.

Qualifications. The environmental site assessment activities described herein were conducted in accordance with generally accepted standards, practices, and procedures (expressed or implied) in effect at the time of the project, relative to the All Appropriate Inquiry (as defined under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) 42 USC Section 9601, et. Seq.). Numerous individuals were contacted for information about the Site and surrounding areas (Table I). Relevant information was also obtained from published sources (referenced in Section 6.0).

The project was completed by an Environmental Professional. Pinyon declares that, to the best of our professional knowledge and belief, the Environmental Professionals involved met the definition as defined in §312.1 of 40CFR 312. Other persons involved are qualified individuals, and have the training and experience necessary to complete their assigned tasks. These personnel have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property (Site). Pinyon has developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312. Resumes of the personnel involved in this project are included as Appendix B.

2. Project and Site Information

2.1 Project Overview

Date of Task Order: October 31, 2013

Work Authorized By: Celeste Raine, Project Manager, AECOM

Purpose of MESA:

The purpose of the MESA is to evaluate the potential for soil and/or groundwater contamination at the Site, due to a release of hazardous substances or petroleum products. This MESA is being performed at the request of AECOM in order to fulfill CDOT requirements for a National Environmental Policy Act (NEPA) reevaluation of a proposed corridor project. CDOT is providing funding for the project (CDOT Project # FSA 021A-003 (PC 19565)).

Planned Transaction and Proposed Site Layout:

An Environmental Assessment was completed in April 2010 for the Powers Boulevard corridor to address the current and future congestion issues on Powers Boulevard, as identified in the local and regional long-range transportation plans, and to accommodate connections with the region's planned transportation network (FHWA, 2010). A Finding of No Significant Impact (FONSI) was issued in January 2011. Currently, a portion of the project is under reevaluation. The MESA is being prepared as a supporting document for the Hazardous Materials section of the reevaluation.

Powers Boulevard serves as a transportation backbone for fast-growing, eastern Colorado Springs, as it is a State Highway (SH 21), a route on the National Highway System, a State Strategic Corridor, and a truck route (FHWA, 2010). Powers Boulevard provides access to the Colorado Springs Airport, military bases, and several hospitals.

This reevaluation would consist of a few elements, described below.

- **Powers Roadway Mainline**

The existing expressway will be upgraded to a 6-lane freeway with acceleration lanes from the intersection with East Platte Avenue to just north of the intersection with East Fountain Boulevard.

- **Connections with cross streets**

The proposed improvement is an interim condition; the ultimate design includes the construction of a grade-separated interchange at the intersection of Powers Boulevard and Airport Road and an overpass at the intersection of Powers Boulevard and Aeroplaza Drive. The overpass would allow traffic to cross under Powers Boulevard with no direct access.

2.2 General Site Information and Current Conditions

Site Location (Figures 1 and 2):

Address: Colorado Springs

City, State: El Paso County, Colorado

County: El Paso

Intersections: Powers Boulevard and Airport Road; Powers Boulevard and Aeroplaaza Drive.

Other Roads: Airport Road and Stewart Avenue

Site Information:

Assessor's Number: The Site is comprised of publicly-owned right of way (ROW) and easement areas with no associated parcel numbers.

Current Site Owner: Not Applicable

Size of Site: Not Applicable

Status: Developed as publicly-owned ROW

Current Zoning: Not Applicable

Site Reconnaissance Information:

Date of Site Visit: November 5, 2013, and November 25, 2013

Personnel: Joseph Allison and Karlene Thomas, Pinyon

Escorts: None

Methodology: Walked the Site, along the perimeter and with no pattern within the Site boundaries. Observed the immediately adjacent properties from the Site and surrounding roads. The Site was observed entirely from public ROW. No privately-owned properties were entered during this assessment.

Inaccessible Areas: A vacant area on the east side of Powers Boulevard and to the east of Airport Road was inaccessible. This area was bounded by a chain-link fence.

Limiting Conditions: None

Current Site Use and Conditions:

Buildings/Structures on Site:

None

Parking Area(s):

None

Other Use(s):

Powers Boulevard ROW, Powers Boulevard and Airport Road interchange ROW, Powers Boulevard and Aeroplaaza Drive ROW, Airport Road ROW, Colorado Springs Airport ROW, Stewart Avenue ROW, and utility easements.

Site Description and Former Uses:

Exterior:

The Site is located within the ROW of Powers Boulevard, a portion of Airport Road, a portion of Stewart Avenue, and the Colorado Springs Airport ROW. Powers Boulevard, Airport Road, and Stewart Avenue are currently utilized for access to residential and commercial properties. The ROW is generally vacant with the exception of minor improvements (e.g., culverts, shoulders, medians, aboveground utilities, and below-grade utilities).

Interior:

Building structures were not present on the Site.

Past Uses if Visible:

None.

Photographs of the Site are provided in Appendix C. General Site observations required by the ASTM standard practice are summarized in Section 3.2. A glossary of terms is included as Appendix D.

3. Site Description

3.1 Physical Setting

3.1.1 Topography

The topography of the Site gently slopes from the northern portion to the southern portion (Figure 1).

3.1.2 Elevation

The elevation of the Site ranges from approximately 6,185 feet above mean sea level (msl) to approximately 6,065 feet above msl (USGS, 1994).

3.1.3 Surficial Soil

Surficial soils within the project area consist of loamy sandy soils that formed in alluvial and eolian material derived from arkosic sedimentary rock on uplands. Characteristics of the soil include moderately rapid to rapid permeability and a low to moderate available water capacity. Surface runoff is slow, the hazard of erosion is moderate to high, and the hazard of soil blowing is moderate to severe (USGS, 1981).

3.1.4 Geology

The surficial geology at the Site consists of several types of deposits along the two mile corridor. From the north, surficial geology consists of late-Pleistocene middle alluvium which consists of chiefly light-brownish-gray, pale-brown, light-yellowish-brown, and grayish-brown, poorly sorted sand and subordinate amounts of gravel. Near Airport Road, deposits include older eolian sand consisting of very pale-brown and light brown yellowish-brown sand with fine silt. The southern portion of the Site consists of middle and early Pleistocene-aged alluvial deposits (Madole, R.F. et al, 2002).

Bedrock in the area of the Site consists of Pinedale and Bull Lake Age gravels and alluviums of the Quaternary Age (Tweto, 1979).

3.1.5 Nearest Surface Water Body

An unnamed tributary crosses the northern portion of the Site until it confluences the East Fork Sand Creek, which bisects the Site. At the time of the Site visit, the creek bed and its tributary were dry; however, the creek typically flows in a south-southwesterly direction toward its confluence with Sand Creek.

3.1.6 Groundwater Conditions

The Site is in an area where the water table conditions predominate in the unconsolidated alluvial deposits, and is assumed to be between 10 and 20 feet (Hillier, et. al., 1983). Typically, groundwater flow direction mimics topography. Based on the topographic conditions of the Site (Figure 1), the groundwater flow direction is likely towards the southwest.

3.2 General Site Environmental Conditions

During the Site visit, Site uses and conditions, as defined by the ASTM Standard (ASTM, 2005, Section 9), were noted (Table 3-1). Where observations indicated the potential presence of environmental conditions, additional discussion is presented in the sections immediately the following the table.

Table 3-1 Summary of General Site Observations

Potential Environmental Concern	Observed Present?	Section for Additional Information	Potential Environmental Concern	Observed Present?	Section for Additional Information
Hazardous substances and petroleum products	No	--	Drains and Sumps	No	3.2.1-
Hazardous substance and product containers	No	--	Pits, Ponds and Lagoons	No	--
Storage Tanks	No	--	Stained Soil or Pavement	No	--
Odors	No	--	Stressed Vegetation	No	--
Pools of Liquid	No	--	Solid Waste	No	--
Drums	No	--	Fill Material	No	3.2.3
PCBs	No	--	Waste Water	No	--
Heating and Cooling	No	--	Wells	No	--
Stains and Corrosion	No	--	Septic System	No	--

3.2.1 Drains and Sumps

No evidence of drains or sumps was noted at the Site except for stormwater drains located within the Power Boulevard ROW.

3.2.2 Improper Waste/Debris Disposal/Fill Material

The Site is located along Powers Boulevard and Airport Road. It is likely that areas of the Site have been altered by filling, grading, and improvement activities associated with the roadway (e.g., culvert, utilities). In addition, commercial development is currently adjacent to the Site. These uses have likely required some degree of grading and or Site filling; however, there was no indication of improper filling during the Site visit.

3.3 Other Environmental Conditions

In addition to features defined by the ASTM Standard, Pinyon evaluated several non-scope issues, as discussed below.

3.3.1 Asbestos Containing Building Materials (ACBMs)

Features (e.g., utility lines) may be relocated as part of this project. Asbestos sampling was not included as part of the scope of services for the MESA. Regulations require that all features that will be demolished be surveyed by a certified asbestos building inspector prior to demolition.

3.4 Site History

The following resources were used in developing the Site history (Table 3-2):

- Aerial photographs from selected years between 1957 and 2011;
- Historical city directories from selected years between 1940 and 1996;
- Historical USGS topographic maps, from selected years between 1961 and 2013;
- Tax assessor information, provided by the El Paso County Assessor’s Office;
- Interviews; and
- Zoning and land use records.

A complete list of references is included as Section 6.0.

Table 3-2 Summary of Site History

From	To	Site Use (<i>data source</i>)
Prior to 1957	At least 1971	A road labeled as Powers Boulevard was present to the east of the current alignment; however, it did not extend to the south of Airport Road (<i>topographic maps and aerial photographs</i>).
Prior to 1971	At least 1994	Powers Boulevard was present in its current alignment to the south of Airport Road. Aeroplaza Drive was constructed in its current configuration (<i>topographic maps and aerial photographs</i>).
1994	Present	Powers Boulevard and its intersection with Airport Road were present in the current configuration (<i>topographic maps and aerial photographs</i>).

3.5 Questions Regarding Past Environmental Practices

Past environmental practices at the Site, as identified during the course of this MESA report, were also reviewed (Table 3-3).

Table 3-3 Summary of Past Environmental Practices

<i>Environmental Practice</i>	Identified (Yes or No)	Section for Additional Information
<p><i>Past Spills/Releases</i> Is the Site listed on an agency listing for a reported or suspected release or spill or petroleum products, hazardous wastes, or hazardous substances?</p>	No	--
<p><i>Past Environmental Studies</i> Has an environmental assessment previously been conducted at the Site?</p>	Yes	A MESA was completed as part of the EA in 2008; however, no structures were present within the study area and the proposed area of disturbance was limited. Therefore, the 2008 MESA was not reviewed.
<p><i>Environmental Liens/Actions</i> Are there any pending, threatened or past litigation relevant to environmental issues at the Site?</p>	No	--
Are there any pending, threatened or past administrative proceedings relevant to environmental issues at the Site?	No	--
Are there any notices from any governmental entity regarding any possible violation of environmental laws at the Site?	No	--

3.6 Interviews

In completing this MESA, Pinyon reviewed readily available resources including online databases and maps (Table 3-4).

Table 3-4 Summary of Persons and Agencies Contacted

Agency/Affiliation	Contact Name Phone/Email/Website	Date Contacted	Summary of Interview
Municipal Water/Sewer Provider			
N/A	N/A	N/A	N/A
Electrical/Natural Gas Provider			
City of Colorado Springs Utilities	http://www.csu.org	719.448.4800	NA
Agencies			
El Paso County Assessor	http://land.elpasoco.com/	11/13/2013	Reviewed information online.
El Paso County Zoning	http://land.elpasoco.com/	11/13/2013	Reviewed city zoning maps online.
Colorado Springs Fire Department	B. Lacey; Fire Marshall	11/18/2013	No response.
Division of Oil and Public Safety	http://Costis.cdle.state.co.us	NA	Reviewed tank information for the service station.

Notes:

NA *Not applicable*
 NC *Not contacted*

4. Adjacent and Nearby Properties

4.1 General Off-Site Description

Zoning: The adjacent properties in vicinity of the Site are zoned for planned industrial park (PIPI), Airport Overlay (AO), Airport Protection Zone (APZ), Limited Industrial, Commercial Community, Commercial Regional, Runway Protection Zone (RPZ), Streamside (SS), Use Variance (UV), Conditional Use (CU), Planned Business Center (PBC), Planned Industrial Park (PIPI), and Planned Unit Development (PUD).

Adjacent Site Use:

Northern portion of Site (North to South) – East Platte Avenue to East Fork Sand Creek

North Powers Boulevard ROW

South Powers Boulevard ROW

East (From north to south)

- Former Powers Boulevard ROW;
- Vacant land;
- The northern portion of Peterson Air Force Base and the Colorado Springs Airport;
- El Paso County Motor Vehicle - 5650 Industrial Place;
- Light industrial development/office park (Lovern's) – 5610 Industrial Place;
- Easi-Bind Print Solutions – 5635 Industrial Place;
- Furnace Physician & AC Specialist – 5735 Industrial Place;
- Dowda Realty Inc – 5745 Industrial Place; and
- Laser Pro II – 5755 Industrial Place.

West (From north to south)

- Vacant land;
- Commercial development (Templeton Gap Turf Farm) – 5716 East Pikes Peak Avenue;
- TR Construction – 5600 East Pikes Peak Avenue;
- Commercial development (Loaf N Jug fueling station) – 5375 Airport Road; and
- Commercial development (restaurant and hotel).

Southern portion of Site (North to South) – East Fork Sand Creek to the south of East Fountain Boulevard

North Powers Boulevard ROW and Airport Road

South Powers Boulevard ROW

East (From north to south)

- Vacant land;
- Peterson Air Force Base and the Colorado Springs Airport;
- Commercial development (office buildings);

- Light industrial development (Armstrong Transportation Services) – 1460 North Newport Road; and
- Commercial development (hotels).

West (From north to south)

- Residential development;
- Aeroplaza Drive;
- Light industrial development (no signage) – 1225 Aeroplaza Drive;
- Commercial development (office buildings); and
- Light industrial development (LSI Logic) – 1635 Aeroplaza Drive.

General Regional Property Use:

Surrounding areas are generally comprised of residential and commercial development as well as light industrial facilities and vacant land.

4.2 Sensitive Environmental Off-Site Uses (Current and Historic)

A total of 39 facilities were identified in the agency database search (Table 4-1; Appendix A); several of these facilities were identified with multiple database listings (Geosearch, 2015).

Table 4-1 Summary of Agency Database Search

Type of Database	Number of Listings in a Specified Search Radius (mile)			
	<1/8	1/8-1/4	1/4 -1/2	1/2 - 1
National Priority List (NPL)	0	0	0	0
RCRA Corrective Action (RCRAC)	1	0	0	0
Tribal Lands	0	0	0	0
RCRA Permitted Treatment, Storage, and Disposal (RCRAT)	0	0	0	
RCRA Do Not Presently Generate (NonGen)	3			
RCRA No Longer Regulated (NLR)	3			
National CERCLIS	0	0	3	
National CERCLIS-NFRAP	0	0	3	
State Spills	1			
State VCP	4	0	0	

Type of Database	Number of Listings in a Specified Search Radius (mile)			
	<1/8	1/8-1/4	1/4 -1/2	1/2 - 1
Solid Waste Landfills	0	1	8	
Leaking Underground Storage Tanks (LUST)	3	2	17	
Registered UST/AST	8	5		
Federal IC/EC	0	0		
Federal ERNS	1			
RCRA Generators	3			
Hazardous Waste Sites – Corrective Action (HWSCA)	1	0	0	0
Federal Brownfield	0	0	0	

The grey boxes indicate that this distance is not required to meet the minimum ASTM-required distance.

During the off-Site reconnaissance and review of the GeoSearch database report (Appendix A), regulatory agency files and historical information, or a combination thereof, two establishments with the potential to impact the Site were identified (Table 4-2).

Table 4-2 Sensitive Environmental Off-Site Uses

From	To	Address/Distance	Use
1982	Present	1225 Aeroplaza Drive - located adjacent to the west of the Site.	Lieb Precision Tool -(12)
2001	Present	5375 Airport Road – located adjacent to the south of the Site.	Loaf N’ Jug – fueling station (16)

1. Lieb Precision Tool, 1225 Aeroplaza Drive, (GeoSearch database number 12). According to records reviewed, the facility previously operated a 560-gallon UST containing diesel fuel associated with a generator that was installed in 1985. The UST was removed in March 1998. Minor corrosion was noted; however, holes within the UST were not observed. Following the UST removal, confirmatory soil samples were collected and analyzed for benzene, toluene, ethylbenzene, and xylenes (BTEX) and total extractable petroleum hydrocarbons (TEPH). Benzene was detected at less than 2 parts per billion (ppb) and toluene, ethylbenzene, and xylenes were detected as less than 4 ppb. TEPH was detected at 9.7 parts per million (ppm). Groundwater was not encountered during the removal. Based on the low detections of petroleum constituents, a No Further Action (NFA) status was proposed in April 1998. According to the records, an NFA was issued for the facility in May 1998.
2. Loaf N Jug #91 Fueling Station, 5375 Airport Road, (GeoSearch database number 16) – A fueling station is currently located at 5375 Airport Road, adjacent to the south and to the west of the Site. According to files reviewed, one 10,000-gallon (containing diesel fuel) and two 12,000-gallon (containing gasoline) USTs

are installed on site. The USTs are double-walled and constructed of fiberglass with double-walled flexible plastic piping and overfill and spill protection. The USTs were installed in May 2001.

According to the records reviewed, in May 2007, approximately 40 to 60 gallons of diesel fuel were released as a result of a customer driving off from the dispenser which damaged the dispenser, spilling fuel (Altus, 2007). The spilled fuel was cleaned up by the fire department and no free product was observed within the fueling station's stormwater drain. In addition, the soil outside of the outfall within the East Fork of Sand Creek (EFSC) appeared to be dry following the spill. Additional cleaning of the stormwater drain and the stormwater line leading to the EFSC was performed. Soil samples from the EFSC were collected and analyzed for BTEX and TEPH. BTEX and TEPH concentrations were below regulatory action levels (Altus, 2007). Approximately two cubic yards of impacted soil was removed and disposed of off-site. According to the report, no impacts to surface water or groundwater occurred as a result of the spill. Based on the clean-up activities and follow-up confirmatory soil sampling, the spill at the fueling station was granted an NFA in September 2007.

5. Conclusions

5.1 Findings

Based on the information obtained and reviewed, the following were identified:

RECs	No
Historical RECs	Yes

Light Industrial Facility: A light industrial facility, Lieb Precision Tool is located at 1225 Aeroplaza Drive, adjacent to the west of the Site. According to records reviewed, a 560-gallon UST containing diesel fuel associated with a generator in March 1998. Following the UST removal, confirmatory soil samples were collected and analyzed for petroleum constituents. Based on the low detections of petroleum constituents, a no further action was issued for the facility in May 1998. Based on the no further action status issued, this finding is considered a Historical REC.

Adjacent Filling Station: A filling station (Loaf N Jug) is located at 5375 Airport Road, hydrogeologically crossgradient and adjacent to the north of the Site. The facility has been present since at least 2001. In May 2007, approximately 40 to 60 gallon of diesel fuel were released as a result of a customer driving off from the dispenser. Following clean-up activities, the facility was issued a no further action letter by OPS, in September 2007. Based on the no further action status issued, this finding is considered a Historical REC.

De Minimis Conditions

None.

5.2 Opinion

The Site does not appear to be impacted by petroleum products and hazardous and/or toxic materials. There were no indications at the Site of a release that would be the subject of an enforcement action if brought to the attention of the appropriate environmental agency.

5.3 Additional Investigation

Based on the results of this assessment and due to the historical presence of light industrial properties, Peterson Air Force Base, and the Colorado Springs Airport, the potential exists for hazardous materials to be encountered in areas where proposed construction and excavation areas approach the groundwater table (generally around 10 feet below ground surface). In addition, potential fill or demolition debris from roadway construction may be present on the Site.

Workers on this project must follow CDOT Specification 250 – Environmental, Health and Safety Management and the CDOT Asbestos-Contaminated Soil Management Standard Operating Procedure during excavation activities at this Site.

An ASTM-compliant Phase I Environmental Site Assessment should be completed prior to taking any additional ownership interested in the property considered for acquisition.

5.4 Data Gaps

The ASTM Standard requires that Site use be documented to 1940, or first use, whichever is earlier. Pinyon has been able to verify the Site use since 1957. Not all of the standard historical resources were used. In Pinyon's experience, the following are not reasonably attainable, or would not be available, for this Site, and were therefore not consulted:

- Fire Insurance maps – are not available for this Site;
- The Site was not developed for the time period in question; therefore, building department records were not reviewed; and
- Recorded land title records – were not available due to the Site comprising of publicly-owned ROW and easement areas with no associated parcel numbers.

Pinyon concludes data failure has occurred, a form of data gap. This is not considered a significant data gap.

The ASTM Standard requires that all areas of the Site be observed. A vacant area was not available during the Site visit due to a chain-link fence. The area was vacant at the time of the Site reconnaissance; however, it was not possible to evaluate this area for potential staining. Therefore, this is a data gap; however, it is not considered significant to the findings in this report.

The ASTM Standard requires that interviews (e.g., Site property owners/occupants, previous property owners, adjacent property owners/occupants) be conducted to obtain information regarding hazardous materials utilized, stored or generated at the Site. Site property owners were not interviewed during this assessment and a user questionnaire was not completed. This data gap is considered significant to the findings in this report.

5.5 Conclusions

Pinyon has performed a MESA in conformance with the scope and limitations of ASTM Practice E 1527 of approximately two-linear miles along Powers Boulevard from the intersection with East Platte Avenue to just north of the intersection with East Fountain Boulevard. The Site also includes the intersections of Powers Boulevard and Airport Road as well as Powers Boulevard and Aeroplaza Drive (the "Site"). Any exceptions to, or deletions from, this practice are described in Section 7.1 of this report. This assessment has not revealed evidence of recognized environmental conditions in connection with the Site. This assessment has revealed evidence of historical recognized environmental conditions in connection with the Site.

5.6 Conclusions and Recommendations Regarding Additional Services

In the event that suspected ACM is encountered, including with buried utilities, workers must follow CDOT Specification 250.07 – Asbestos-Containing Material Management and CDOT Asbestos-Contaminated Soil Management Standard Operating Procedure. Additionally, depending on the type of ACM, this material must also be abated in accordance with either Section 5.5 of the Solid Waste Regulations, or Regulation No. 8 of the Air Quality Control Commission Regulations.

6. References

Agency Contacts

Refer to Table 3-4.

Reports and Publications

Altus Environmental (Altus), 2007. Site Characterization Report, Loaf 'N Jug #91, 5375 Airport Road, Colorado Springs, Colorado Altus Project No. 4698, June 29, 2007.

Stewart Environmental Consultants, Inc. (Stewart), 1998. Underground Storage Tank Removal, 1225 Aeroplaza Drive, Colorado Springs, Colorado, Job No. 1600-002 (I), April 13, 1998.

Maps

Madole, R.F. and Thorson, J.P., 2002. "Geologic Map of the Elsmere 7.5 Minute Quadrangle, El Paso County, Colorado", Colorado Geological Survey, 2002.

Tweto, Ogden, 1979. "Geologic Map of Colorado," United States Geological Survey, 1979.

United States Geological Survey (USGS), 2013. "7.5-Minute Topographic Map, Elsmere Quadrangle, Colorado," United States Geological Survey, 2013.

USGS, 2010. "7.5-Minute Topographic Map, Elsmere, Colorado," United States Geological Survey, 2010.

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City Directories

Polk, 1996. Polk's Colorado Springs (El Paso County) City Directory. R.L. Polk Directory Co., Colorado Springs, Colorado, 1996.

Polk, 1988. Polk's Colorado Springs (El Paso County) City Directory. R.L. Polk Directory Co., Colorado Springs, Colorado, 1988.

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- Polk, 1955. Polk's Colorado Springs (El Paso County) City Directory. R.L. Polk Directory Co., Colorado Springs, Colorado, 1955.
- Polk, 1951. Polk's Colorado Springs (El Paso County) City Directory. R.L. Polk Directory Co., Colorado Springs, Colorado, 1951.
- Polk, 1945. Polk's Colorado Springs (El Paso County) City Directory. R.L. Polk Directory Co., Colorado Springs, Colorado, 1945.
- Polk, 1940. Polk's Colorado Springs (El Paso County) City Directory. R.L. Polk Directory Co., Colorado Springs, Colorado, 1940.

Aerial Photographs

Pinyon reviewed the following photographs at the offices of Colorado Aerial Photographs in Denver, Colorado.

July 23, 1937, Frames AIM 51-11/12, Scale: 1 inch (") = 1,852 feet (');
June 20 1949, Frames DV-10-4A/5A, Scale: 1" = 1,247';
May 26, 1958, Frames 96-103/104, Scale: 1"=1,748';
May 19, 1964, Frame 118-33/32, Scale: 1"=1,142';
April 29, 1967, Frames 127-129/130, Scale: 1"=1,505';
April 24, 1972, Frames 135-66/67, Scale: 1"=1,468';
May 12, 1979, Frames 10/11, Scale: 1"=2,100';
October 16, 1985, Frame 13-4, Scale: 1" = 2,640'
October 30 1989, Frame 20-6, Scale: 1"=1,784'; and
October 8, 1994, Frames 16/17, Scale: 1"=1,732.

The following aerials were reviewed on-line using Google Earth:

October 3, 1999;
December 30, 2002;
July 3, 2005;
July 30, 2007;
March 30, 2008;
May 4, 2011; and
October 7, 2012.

Databases

GeoSearch, 2015. "Powers Widening – Platte Ave to Fountain Blvd-and the realignment of Airport Road, Colorado Springs, Colorado 80916", Order #: 46274, Job #: 101108, Project #: 19565, Date: 02/06/2015 (Appendix D)."

7. Limitations

This report was prepared by Pinyon Environmental, Inc., at the request of and for the sole benefit of AECOM, or any entity controlling, controlled by, or under common control with AECOM. This report addresses certain physical characteristics of the Site with regards to the release or presence of hazardous materials. It is not intended to warrant or otherwise imply that the Site is or is not free from conditions, materials, or substances which could adversely impact the environment or pose a threat to public health and safety. The material in this report reflects the best judgment of Pinyon in light of the information that was readily available at the time of preparation.

This report is for the exclusive and present use of AECOM, or any entity controlling, controlled by, or under common control with AECOM, to assist with an environmental evaluation of the Site. In the event of any reuse or publication of any portion of this report, Pinyon Environmental, Inc., shall not be liable for any damages arising out of such reuse or publication. Any use a third party makes of this report, or any reliance on or decisions to be made on it, are the responsibility of such third party. Pinyon accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken based on this report.

The principles outlined in Section 4.5 of the ASTM Standard are an integral part of this practice and are intended to be referred to in resolving any ambiguity or exercising such discretion as is accorded the user or environmental professional in performing an environmental site assessment or in judging whether a user or environmental professional has conducted appropriate inquiry or has otherwise conducted an adequate environmental site assessment.

Under ASTM Standard, this report is presumed to be valid for 180 days from the date of completion. For more information on the continued viability of this document, refer to the ASTM Standard, Section 4.6.

This report does not address additional requirements that must be met in order to qualify for the landowner liability protections (LLPs) (for example, the continuing obligation not to impede the integrity and effectiveness of activity and use limitations (AULs), or the duty to take reasonable steps to prevent releases, or the duty to comply with legally required release reporting obligations). Additionally, the report user has responsibilities with respect to All Appropriate Inquiry and LLPs.

7.1 Deletions and Deviations from Standard

This report was not completed to the requirements of the ASTM standard. The following deviations are presented:

- Owners of properties that may be acquired were not interviewed in support of this MESA, and a User Questionnaire was not provided. Additionally, the local health department was not contacted.
- Any data failures encountered are discussed in Section 3.4; any data gaps are outlined in Section 5.4.

7.2 Additions to Standard

There were no additional services added to the ASTM Standard.

Figures

Appendices

Appendix A Agency Database Summary and Report

Summary of Details of Identified Agency Listings

Agency Database Number	Facility Name	Facility Address	Distance (feet) / Direction	Type	Potential to Impact Site ¹
1	Highline Transmission Main Ph I	Powers Blvd And Platte Ave	~100 Northeast	USFRSCO, COCDPS	No, listing does not indicate a release.
2	Colorado Springs Airport	100 Block Of South Powers Blvd	~100 South	COLST	No, due to the crossgradient location to the Site.
3	Unknown	Hwy 24 Bypass And Airport Rd.	~100 West	COSPILLS	No, due to the crossgradient location to the Site.
4	Fountain Creek Restoration At Gold Hill	Se Of Us Hwy 24 And 21St Street	~100 Southeast	USFRSCO	No, due to the crossgradient location to the Site.
5	Midland Greens; Lot I	31 St & Hwy 24	~100 Northeast	COVCRA	Misplotted, facility is located approximately 7.50 miles to the west of the Site.
6	Unknown	Industrial Track	~100 West	USHMIRSRO 8, USERNSCO	No, due to the crossgradient location to the Site.
7	Colorado Springs Airport	100 S Powers	~200 West	COUST	No, due to the crossgradient location to the Site.
8	Budget Rent-A-Car	5750 E Fountain Blvd 150 Aviation W	~200 Southwest	COUST	No, due to the downgradient location to the Site.

Agency Database Number	Facility Name	Facility Address	Distance (feet) / Direction	Type	Potential to Impact Site ¹
9	Peterson Afb	Bldg 640	~200 Southeast	COUST, COAST	No, due to the crossgradient location to the Site.
10	International Woodworking Corp	1440 N Newport Rd	~300 Northeast	COHWSG, USNLRRCR AG	No, listing does not indicate a release. Site is listed as 'no longer regulated.'
11	Lovern's Inc.	5610 Industrial Pl Ste 150	~400 Southeast	USRCRAGR 08	No, due to the downgradient location to the Site.
12	Lieb Precision Tool	1225 Aeroplaza Dr Suite B	~500 West	COUST, COLST, COHWSG, USNLRRCR AG	No, due to the crossgradient location to the Site.
13	Lsi Logic	1635 Aeroplaza Dr	~600 West	COUST, COAST, COHWSCA USRCRAGR 08, COHWSG	No, due to distance from the Site.
14	CDOT Right Of Way Site	5800 E Platte Ave	~600 Northeast	COUST, COLST	No, due to distance from the Site.
15	Global Tech Laboratories	1321 Aeroplaza Dr	~600 West	USRCRAGR 08	No, due to distance from the Site.
16	Loaf N Jug #91	5375 Airport Rd	~1,000 West	COUST, COLST	No, due to distance from the Site.
17	C.D. Royer Transfer Station	1114 Troy Hill Rd	~1,100 West	COSWF	No, due to distance from the Site.
18	Sunbelt Rentals	5525 E Platte Ave	~1,200 West	COUST, COAST, COLST	No, due to distance from the Site.
19	T R Construction	5600 E Pikes Peak Ave	~1,300 West	COUST	No, due to distance from the Site.

Agency Database Number	Facility Name	Facility Address	Distance (feet) / Direction	Type	Potential to Impact Site ¹
20	All American Grounds Maintenance	1925 Aero Plaza Dr	~1,300 West	COAST	No, due to distance from the Site.
21	Penske Truck Leasing	2255 Cygnet Hts	~1,500 East	COSWF	No, due to distance from the Site.
22	Dons Garden Shop	6001 E Platte Ave	~1,600 East	COSWF	No, due to distance from the Site.
23	Peterson Field Ground Gunnary Range	Four Miles East Of Peterson Field	~1,900 West	USNFRAP	No, due to distance from the Site.
24	Peterson Afb 21 Ces/Cev	580 Goodfellow St	~2,000 East	COLST	No, due to distance from the Site.
25	Cutter Aviation	1360 Aviation Way	~2,100 East	COLST	No, due to distance from the Site.
26	Unknown	1280 Aviation Way	~2,100 East	COLST	No, due to distance from the Site.
27	Peterson Air Force Base	All Bldgs On Base	~2,200 Southeast	COSWF, COLST, USDOD, COLST, USCERCLIS, USNFRAP	No, due to distance from the Site.
28	Asphalt Recovery Specialists Inc.	5565 East Bijou St	~2,200 West	COSWF, COSWF	No, due to distance from the Site.
29	Hertz Rent A Car	1340 Aviation Way	~2,200 East	COLST	No, due to distance from the Site.
30	Municipal Airport Landfill	5750 E Fountain Blvd. Airport Area,	~2,400 East	COLST, COSWF	No, due to distance from the Site.
31	Peterson Afb, Base Supply	855 West Paine, Bldg 662	~2,400 Southeast	COSWF	No, due to distance from the Site.
32	Cordillera	5725 E Fountain Blvd	~2,400 East	COLST	No, due to distance from the Site.
33	West Aire Inc	1245 Aviation Way	~2,400 East	COSWF, COLST	No, due to distance from the Site.

Agency Database Number	Facility Name	Facility Address	Distance (feet) / Direction	Type	Potential to Impact Site ¹
34	Unknown	1599 Aviation Way	~2,400 East	COLST	No, due to distance from the Site.
35	Rocky Mountain Bank Note Co	715 Valley St	~2,600 Northeast	USCERCLIS, USNFRAP	No, due to distance from the Site.
36	Galley Road Dump Site	980 Technology Court	~2,600 North	USCERCLIS	No, due to distance from the Site.
37	One Stop	5815 Galley Rd	~2,600 North	COLST	No, due to distance from the Site.

Notes:

¹ Potential impacts are assessed based on depth and direction of groundwater flow, and distance from Site. See the following report for the facility number and Appendix D for definitions of acronyms.

Appendix B Resumes

Appendix C Photographic Log

View of the northern portion of Powers Boulevard, looking north



View along Stewart Avenue, view to the northeast



Airport Road,
view to the
west



View of Powers
Boulevard, view
to the south



View of Sand
Creek, view to
the west



View of
residential
development to
the west of
Powers
Boulevard, view
to the south



View of the southern portion of Powers Boulevard, view to the north



View of the adjacent commercial property along Powers Boulevard, view to the west



Appendix D Glossary of Terms

ACBM	Asbestos Containing Building Material. Any surfacing, thermal systems insulation or miscellaneous material found in or on interior structural members which contains more than one percent asbestos.
ACGIH	American Conference of Governmental Industrial Hygienists
ASHERA	Asbestos Hazard Emergency Response Act
ASHARA	Asbestos School Hazard Re-Authorization Act
AST	Above-ground Storage Tank
CAA	Clean Air Act
CDPHE	Colorado Department of Public Health and Environment
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act, commonly referred to as Superfund.
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CORRACTS	RCRA Corrective Action Site
COT	Chain of Title
CWA	Clean Water Act
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
FIFRA	Federal Insecticide, Fungicide and Rodenticide Act
Hazardous Materials	Hazardous material means any substance, waste, or material determined by any state, federal or local governmental authority to be capable of posing a risk of injury to health, safety and property, including, but not limited to, all substances, wastes and materials designated, defined or listed as hazardous, extremely hazardous or toxic pursuant to the Clean Water Act, 33 USC Sec. 1251, et seq.; Resource Conservation and Recovery Act, 42 USC Sec. 6901 et. seq.; the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended by the Superfund Amendments and Reauthorization Act of 1986, 42 USC Sec. 9601, et. seq.; the United States Department of Transportation Hazardous Material Table, 49 CFR Part 172; regulations of the Environmental Protection Agency, 40 CFR Part 302; or such substances, materials and wastes that are or become regulated under

any applicable local, state or federal law, and including any asbestos, petroleum and any petroleum fractions, urea formaldehyde foam insulation, chlorofluorocarbons (CFCs), or polychlorinated biphenyls (PCBs).

Hazardous Substance	Defined by CERCLA. Includes substances designated for special consideration under the CAA, the CWA, or the TSCA, and any hazardous wastes defined under RCRA. EPA can designate additional substances as hazardous if they present substantial danger to health and the environment.
Hazardous Waste	Waste defined in RCRA, which, due to its quantity, concentration, or physical, chemical or infectious characteristics, may present a hazard to human health or the environment.
LBP	Lead-Based Paint
LQG	Large Quantity Generator. Refers to a generator who generates more than 1,000 kilograms of hazardous waste in a calendar month.
LUST	Leaking Underground Storage Tank
mg/Kg	milligram per kilogram
mg/L	milligram per liter
NESHAP	National Emission Standard for Hazardous Air Pollutants
NFA	No Further Action
NFRAP	No Further Remedial Action Planned
NIOSH	National Institute for Occupational Safety and Health
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List (Superfund sites)
NVLAP	National Voluntary Laboratory Accreditation Program
OIS	Oil Inspection Section, Colorado Department of Labor and Employment
OTHERHW	Listed RCRA Facilities but do not fit into category of CORRACTS, TSDs, or Generators; includes Transporters, Non-Notifiers, former Generators, and others.
OSHA	Occupational Safety and Health Administration
PA/SI	Preliminary Assessment/Site Investigation (CERCLA study)
PCB	Polychlorinated biphenyl

PEL	Permissible Exposure Limit
PLM	Polarized Light Microscopy, a method of analyzing bulk samples for asbestos.
ppb	Parts-per-billion
ppm	Parts-per-million
RECs	Recognized Environmental Conditions
RCRA	Resource Conservation and Recovery Act
RCRA-Viol	RCRA facilities with a reported violation
RCRIS	Resource Conservation and Recovery Information System
RCRIS- TSDC	RCRA TSD facilities subject to corrective action
RFA	RCRA Facility Assessment (RCRA study).
RFI	RCRA Facility Investigation (RCRA study).
RI/FS	Remedial Investigation/Feasibility Study (CERCLA study).
SCL	State CERCLIS Equivalent Site
SDWA	Safe Drinking Water Act
SPILLS	State spills list and federal ERNS list.
SPL	State NPL Equivalent Site
SQG	Small Quantity Generator. Refers to a generator who generate between 100 and 1,000 kilograms of hazardous waste in a calendar month.
SWLF	Solid Waste Landfill
TRIS	Toxic Release Inventory System
TLV	Threshold Limit Value
TSCA	Toxic Substance Control Act
TSD	Treatment, Storage or Disposal (refers to RCRA facilities).
Φg/Kg	microgram per kilogram
Φg/L	microgram per liter

USDA	United States Department of Agriculture
USGS	United States Geological Survey
UST	Underground Storage Tank
Viol/Enf	Violations/Enforcement Actions (RCRA)
VSQ	Very Small Quantity Generator. Refers to a generator who generates less than 100 kilograms of hazardous waste in a calendar month.

COMMENT SUBMITTAL FORM
Powers Reevaluation; FHWA Review Comments
July 2, 2015 Draft

YOUR NAME (last name, first name)	Section	PAGE	LINE	COMMENT	S, R, E (Substantive, Requested, Editorial)	A, R, C (Accepted, Rejected with explanation, Needs Clarification)	RESPONSE (by consultant)
FHWA	Form 1399	Page 1	Fourth bullet	is the conversion of the left-turn lanes on Powers or Airport? It is stated on page 2 but should be included here also.		A	Bullet stated it "• Lengthening of the existing eastbound and westbound turn lanes on Airport Road to meet current design standards." indicating that the change is on Airport Road. The statement has been modified and added to: " <i>Lengthening of the existing eastbound and westbound turn lanes on Airport Road from Powers Boulevard to meet current design standards. Left-turn lanes on Powers Boulevard will not be impacted.</i> " has been added to this bullet.
FHWA	Form 1399	Page 2		Under Acceleration and Deceleration Lanes on SH21 it states that it is expected to be completed in June 2015 was it completed? Status of project should be updated.		A	The project was completed in June 2015 and page two of Form 1399 now states this.
FHWA	Form 1399	Page 7		under Mitigation the first box is checked stating the NEPA document remains unchanged but then the comment states that there was a change. The mitigation didn't change, but part of it doesn't apply. Clarify.		A	Text has been revised to read " <i>A noise wall committed to as part of the mitigation commitments made in the 2011 FONSI for this area does not apply. The noise wall at Golden Acres area will not be constructed until the grade-separated interchange is built, as it is not warranted under the interim condition.</i> "
FHWA	Mitigation Commitment	Page 1	#11	a noise wall along the west side of Powers at the Brant Hollow condominiums will be construction as part of this project. There should be a design in the plans for the noise wall that will be constructed should not be N/A.		A	Plan sheets 147 - 154 cover the design of the noise wall. These plan sheets are now referenced in the Mitigation Matrix, item #11.

