

## 3.11 Other Resources

This section discusses the resources that were examined as part of this EA but for which no direct or indirect impacts from the Proposed Action have been identified. In some cases, the resources simply did not exist in the corridor or are unlikely to be found in the project area. Resources discussed in this section are listed in the box on this page.

If an individual project has no direct or indirect effect upon a resource, then it also has no cumulative effects upon that resource. Therefore, cumulative effects are not discussed in this section.

### 3.11.1 Paleontological Resources

The Colorado Department of Transportation (CDOT) Staff Paleontologist conducted field studies within the study area between I-25 and US 24 in April 2002, and in April, May, and June 2003. The field survey and methodologies employed to conduct the study, as well as study results, are detailed in three memoranda included in Chapter 9, *Agency Correspondence*.

One leaf fossil locality was found in the Dawson Arkose at the old Woodmen Road/Templeton Gap Road intersection during the field surveys, and two additional Dawson Arkose leaf fossil localities were found during construction monitoring of the recent Woodmen Road, Marksheffel Road to Meridian Road, reconstruction project. Construction impacts to the Templeton Gap Road leaf fossil locality were mitigated by systematic scientific salvage of the locality prior to construction of the recent Woodmen Road/Templeton Gap Road intersection realignment project. Furthermore, the Dawson Arkose has the potential for producing more fossils that may be discovered during future construction.

As a result of the field survey and construction monitoring findings, paleontological monitoring during construction along Woodmen Road will be part of the paleontological mitigation plan for this project. If final design plans indicate there will be significant impacts to the Dawson Arkose outcrop, the CDOT Staff Paleontologist will write a revision of Subsection 107.23 of the Standard Specifications (Archaeological and Paleontological Discoveries) identifying the paleontological monitoring corridors for attachment to the construction project specifications.

#### Resources and Issues

The following were evaluated, but no direct or indirect impacts were identified:

- Paleontological Resources
- Archaeological and Historic Resources
- Federal and State-listed Threatened and Endangered Species and Species of Concern
- Urban-adapted Wildlife
- Potential Conservation Areas
- Farmlands
- Soils and Geology
- Hazardous Material and Waste Sites
- Visual Resources



If previously unrecorded paleontological resources are uncovered during project construction in corridors not identified in the revision to Subsection 107.23 of the Standard Specifications, or in any corridor identified in the revision but not being actively monitored at the time of fossil discovery, the CDOT Staff Paleontologist will be immediately notified and potentially destructive activities will be ceased.

### 3.11.2 Archaeological and Historic Resources

An intensive historical and archaeological resources survey was conducted within the project corridor.

Background information and a list of previously documented sites within the study area were compiled from various public records, including the office of the State Historic Preservation Officer (SHPO).

The survey found no archaeological sites but documented three historic properties within the survey corridor. Two segments of the Chicago, Rock Island & Pacific Railroad (5EP1815.7 and 5EP1815.8) are considered eligible for the National Register of Historic Places (NRHP), but they lie outside the area of project impacts. The Remington Ranch (5EP4411) was determined eligible for the NRHP and lies within the area of project impacts.

The ranch is located on the north side of Woodmen Road between Marksheffel Road and Falcon Meadows Road and includes seven structures that contribute to the site's NRHP eligibility. As part of a previous project, the main line of Woodmen Road has been shifted to the south. Old Woodmen Road has become a frontage road with cul-de-sacs to both the east and west of the Remington Ranch property, and old Woodmen Road has been removed along the front of the ranch.

In the Proposed Action, traffic volume increases will be accommodated on two new lanes adjacent to the new alignment, south of the frontage road (old Woodmen Road alignment). Because of the distance from the ranch to the new alignment, there are no adverse impacts to the Remington Ranch because:

- the new lanes will not be visually intrusive;
- there will be no property acquisition from the ranch; and
- traffic noise at the site will not exceed the Noise Abatement Criteria.



*View of Remington Ranch.*



The SHPO concurred with findings of no historic properties affected for the two segments of the Chicago, Rock Island & Pacific Railroad and no adverse effect for the Remington Ranch property (see letters dated October 17, 2003 and April 6, 2005, Chapter 9, *Agency Correspondence*). The proposed work will not take place on the Remington Ranch property, but will have an indirect effect on the property, but not adverse. There are no impacts to any archaeological resources and no adverse effect to the Remington Ranch as a result of the Proposed Action.

### **3.11.3 Federal and State-listed Species and Species of Concern**

In accordance with Section 7 of the Endangered Species Act, a list of federally listed threatened, endangered, candidate, and proposed plant and animal species potentially occurring in the study area was obtained through informal consultation with the US Fish and Wildlife Service (USFWS). Other plant and animal special status species were determined through state listings, contacts with Colorado Natural Heritage Program (CNHP) personnel, and local experts (see agency letters provided in Chapter 9, *Agency Correspondence*).

In all, 18 special status plant and animal species have been recorded in or near the project area and were evaluated for this EA. No further direct or indirect impacts to listed species will occur as a result of the Proposed Action (see Table 3.11-1). A discussion of several species that are important to riparian and prairie ecosystems is included in Sections 3.6, *Riparian Ecosystem Wildlife* and 3.7, *Prairie Ecosystem Wildlife* of this EA. US Fish and Wildlife concurs with the findings and conclusions in Table 3.11-1.



**Table 3.11-1  
Threatened and Endangered and State Listed Species**

<b>Species</b>	<b>Status</b>	<b>Potential for Occurrence</b>
Ferruginous hawk	SSC	Possible (suitable habitat and frequents area in winter)
Plains leopard frog	SSC	Possible (potential habitat along Cottonwood Creek according to CDOW, but none found during wetland delineation)
Colorado blue butterfly	S2/S3	Unlikely (prefers buckwheat, which is infrequent in study area; nearest record 15 miles southeast)
Crossline skipper	S2/S3	Unlikely (prefers tallgrass prairie species)
Dusted skipper	S2	Unlikely (prefers tallgrass prairie species)
Swift fox	SSC	Unlikely (within overall range, but no known occurrences near the project area)
Burrowing owl	ST	Unlikely (no suitable habitat)
Mountain plover	FPT, SSC	Unlikely (no suitable habitat)
Bald eagle	FT, ST	Unlikely (no suitable habitat)
Black-tailed prairie dog	SSC	No (no towns observed)
Northern leopard frog	SSC	No (CDOW does not think present in study area)
Mexican spotted owl	FT, ST	No (no suitable habitat)
Preble's meadow jumping mouse	FT, ST	No (USFWS state that the Preble's meadow jumping mouse is not likely to occur in the project area)
Greenback cutthroat trout	FT, ST	No (no suitable habitat)
Ute's ladies'-tresses orchid	FT	No (very little suitable habitat)
Colorado butterfly plant	FT	No (very little suitable habitat)
Arkansas darter	FC, ST	No (no suitable habitat)
Slender moonwort	FC	No (no suitable habitat below 7,900 feet)

FT – Federally listed threatened

ST – State-listed threatened

FPT – Federally proposed threatened

SSC – State Special Concern Species

FC – Federal candidate for listing

S2/S3 – State ranking for species vulnerable to extinction throughout its range (S2) or found locally in a restricted range (S3).



### 3.11.4 Urban-adapted Wildlife

The project area between I-25 and Powers Boulevard is primarily located in an urban setting and has very little undisturbed wildlife habitat, with the exception of a small area adjacent to, and just east of, Cottonwood Creek. The project area between Powers Boulevard and US 24 is composed of larger areas of the midgrass and shortgrass prairie ecosystem. Although relics of the midgrass and shortgrass prairie ecosystems remain along Woodmen Road east of Powers Boulevard, many species that historically occupied these habitats are no longer present due to development, agricultural uses, and livestock grazing impacts. Wildlife species that are more common, require smaller habitat ranges, or are tolerant of human disturbance, remain in the project area. In addition, habitat fragmentation created by development adjacent to Woodmen Road has already occurred.

Species tolerant of human activity, such as some common songbirds and other bird species (e.g., American crow, black-billed magpie); small- to medium-sized mammals (e.g., deer mouse, house mouse, raccoon, and red fox); amphibians; and reptiles, are expected to continue to use the undeveloped areas following construction and revegetation. Because of existing land uses, human activity, and development in the area, loss of these disturbed habitats would not substantially affect wildlife populations as a whole. A majority of the land disturbance potentially affecting habitats will be within the ROW and at intersections. Habitats in areas immediately adjacent to the roads within the ROW are of low quality and the wildlife species that are present will not be negatively affected by their loss.

Reclamation following construction in all areas of disturbance will include reseeded with the native grass and forb species that are adapted to the area, with special attention given to xeric and mesic microclimates. Such species will provide food and cover for the wildlife inhabiting the area and assure greater success in establishing perennial cover in disturbed areas. Therefore, the Proposed Action will not have adverse impacts on urban-adapted wildlife or associated habitat.



*Black-billed Magpie*



*Red Fox*

Most birds are protected under the Migratory Bird Treaty Act. Destruction or disturbance of nests that results in loss of eggs or young would be a violation of the MBTA. To prevent impacts to active nests, land-clearing activities, including the removal of structures as well as vegetation, will be performed prior to the breeding season of birds (primarily April 1<sup>st</sup> to Aug. 15<sup>th</sup>). If land-clearing can not be avoided during the breeding season, surveys for nesting birds will be conducted before land-clearing begins. All active nests will be protected. Since each bird species has a different tolerance to disturbance, appropriate buffer zones around any active nest will be established by qualified biologists prior to the resumption of activities in the area.

### **3.11.5 Potential Conservation Areas (PCAs)**

Six Potential Conservation Areas (PCAs) occur in the vicinity of the project area. The Monument Creek PCA is nearly 12,709 acres large and encompasses the main stem of Monument Creek along with several tributaries flowing west of I-25. The southern terminus of the Monument Creek PCA incorporates the tip of Woodmen Road that intersects I-25. This PCA is ranked as Very High Significance and has a High Urgency rank for protection due to potential occurrences of Preble's meadow jumping mouse and good habitat to support the species (CNHP 2001b). The I-25 Shamrock PCA occurs north of Woodmen Road, in between the I-25 and Academy Boulevard. This PCA is ranked as High Significance and Very High Significance due to the presence of a State rare plant species, the American currant (*Ribes americanum*).

Four other PCAs are located in the vicinity of the project area, but do not intersect the project area at any point. The Judge Orr Road PCA occurs approximately 2 miles east of the Woodmen Road intersection with US 24. The Black Forest PCA occurs approximately 2 miles north of Woodmen Road and the adjacent Pineries at Black Forest PCA occurs approximately 5 miles north of the project area. The Sand Creek Ridge PCA is located approximately 2 miles south of Woodmen Road. No direct or cumulative impacts to the PCAs identified in the vicinity of the project area, including those that intersect it, will occur.



### 3.11.6 Farmlands

No prime or unique farmlands are present in the study area, no undeveloped land is currently being farmed, and no irrigation is available.

The existing undeveloped land in the corridor is slated for development, is being developed now, or is planned for development. See Chapter 9, *Agency Correspondence* for correspondence with the Natural Resources Conservation Service.

### 3.11.7 Soils and Geology

Research and analysis of the Proposed Action did not identify any direct impacts to geologic resources or geologic hazards in the project area. However, there is a possibility that expansive soils may exist along the project corridor. If expansive soils are encountered, engineering solutions, such as overexcavating the expansive materials or lime stabilization, will be implemented to address the issue. Impacts to soils, such as through sedimentation, erosion, and fugitive dust emissions, and erosive soils are discussed in Section 3.5, *Water Resources and Issues*, and Section 3.10, *Air Quality*.

### 3.11.8 Hazardous Material and Waste Sites

The purpose of the hazardous materials assessment was to identify potential recognized environmental conditions in connection with properties present within the project area. Federal, state, and local agencies were contacted, and readily available documentation was reviewed to identify potential usage, storage, treatment, disposal and/or spills, and/or incidents of hazardous waste and petroleum products at and near the project area. Conclusions are based on the data obtained from the information reviewed, visual site reconnaissance, and personal interviews.

Database searches were conducted to identify any facilities in the project area that may be potentially hazardous, including the Comprehensive Environmental Response, Compensation, and Liability Information System, No Further Remedial Action Planned sites, Colorado Voluntary Cleanup Program Hazardous Waste sites, underground storage tank (UST) sites, leaking underground storage tank (LUST) sites, Emergency Response Notification System sites, and Resource Conservation and Recovery Act generator sites.

#### Definition of Recognized Environmental Conditions (RECs)

RECs, as defined in ASTM E 1527-00, are conditions that indicate an existing release, a past release, or a material threat of a release, of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the site.



Further examination of the nature of the sites, regulatory agency oversight of cleanup and site closure, and their location relative to the Proposed Action Alternative, eliminated many of the sites as being a source of hazardous substances or petroleum products in the study area, leaving eleven sites recognized as potentially hazardous.

Review of the LUST and UST databases identified seven facilities (Table 3.11-2) within the project area, of which four are active.

**Table 3.11-2  
UST and LUST Facilities Identified Within the Project Corridor**

<b>Facility Name</b>	<b>Address</b>	<b>Classification</b>	<b>Active?</b>
Academy Transportation D-20	7408 Duryea Rd	<b>UST</b>	<b>Yes</b>
Shell (Texaco #21)	7050 North Academy Blvd	<b>UST</b>	<b>Yes</b>
Conoco #6395 (previously Norma's Stop N Shop)	6740 North Academy Blvd	<b>UST</b>	<b>Yes</b>
Diamond Shamrock	2555 E. Woodmen Rd	<b>UST</b>	<b>Yes</b>
Hobby Lobby (previously Woolco)	6950 North Academy Blvd	<b>UST</b>	<b>No</b>
Starbuck's (previously Amoco #3708)	6815 North Academy Blvd	<b>LUST/UST</b>	<b>No</b>
Comfort Dental (previously 7-Eleven #19127)	1634 York Rd	<b>LUST</b>	<b>No</b>

The “No” in the table above indicates that USTs have been removed and that corrective actions have occurred in accordance with applicable regulations. These sites have been remediated to the satisfaction of the Oil Inspection Section of the State of Colorado. The Shell Station would be acquired as part of the Proposed Action. Although no leakage has been reported from this site, given its long history as a gas station, petroleum contaminated soil and groundwater could be encountered during construction. Prior to acquisition, the City will perform a Phase 2 investigation and determine if any remediation is necessary or if remedial actions must be considered during right-of-way negotiations.



Since there is a potential for encountering petroleum contaminated soil and groundwater at the Shell site and its vicinity, the City will implement Standard Operating Procedures during construction. The contractor will be provided the results of the Phase 2, and the plans will include appropriate specifications.

There is also the potential to encounter contaminated soil and groundwater from other RECs adjacent to the project corridor. One such site of concern is York Cleaners, located at 6810 North Academy Boulevard.

York Cleaners is classified as a Resource Conservation and Recovery Act Information System (RCRIS) small quantity generator (SQG) site.

The CDPHE, has determined that York Cleaners is a source of groundwater contamination, as indicated by the detection of chlorinated hydrocarbons near the facility, and is requiring clean-up measures and monitoring activities to be implemented.

### **Templeton Gap Landfill**

The Templeton Gap Landfill, located approximately 1600 feet from the southwest corner of the project corridor, was investigated as an REC. Based on previous studies, the downgradient hydrogeology of the study area, and the CDPHE oversight of the landfill contaminant issues, it is not likely that contaminants from the landfill will impact the project.

The landfill is classified as an inactive Colorado Solid Waste Facility (SWF) site as well as a NFRAP CERCLIS site. Volatile Organic Compounds (VOCs) and methane gas were identified contaminants of the site. The shallow groundwater downgradient of the landfill shows elevated levels of VOCs that are migrating with the flow of groundwater in a southwesterly direction. Methane gas was documented at soil vapor monitoring points around Templeton Gap, including the Nor'Wood Development and the Annex property located west and downgradient of the landfill.

Several remediation measures are currently being implemented at the landfill. For instance, ozone is being injected into wells to break down the VOCs that are contaminating the groundwater. Extraction wells have been installed to reduce the methane contamination at the landfill. Erosion control measures, including the construction of a stormwater detention pond and a 24" culvert, have successfully reduced the amount of sediment transport from the landfill. In addition to on-site remediation, Templeton Gap is funding a VCP project at the Nor'Wood Development and Annex property. The VCP is comprised of a groundwater and soil vapor monitoring program, namely the installation of a methane extraction system (CDPHE, 2004b).

Despite the remediation efforts at the landfill, appropriate environmental health and safety protocols must be followed during construction activities. Subsurface excavations near Powers Boulevard will be minimized to the extent practicable through appropriate construction practices and planning. If the project health and safety officer determines that methane may be encountered at the time of construction, methane monitoring will be required during excavations to track potentially explosive conditions. Furthermore, appropriate monitoring equipment will be used during excavations in this area to determine the presence of explosive levels of methane and the presence of VOCs in soil and groundwater. If found, the contaminated soil and groundwater will be segregated and managed in accordance with appropriate regulations.

### **Transformers**

Transformers were observed within and adjacent to the project corridor during site reconnaissance. All of the transformers appeared to be in good condition, with no obvious indications of leakage. Both the City of Colorado Springs Utilities (letter dated 12/17/04) and Mountain View Electric (conversation from December 2004) verified that no transformers located within the project area emit PCBs.



## **Paint**

All paint on buildings or structures constructed prior to 1979 that will be disturbed by construction activities will be tested for lead content. If analytical results indicate that lead-based paint is present, proper measures will be incorporated in the design documents, and implemented during construction activities, to minimize worker and public exposure to lead, and ensure that demolition materials are handled and disposed of in accordance with applicable regulations.

## **Asbestos**

A comprehensive asbestos survey will be completed for all buildings or structures constructed prior to 1980 that will be disturbed by construction activities. If analytical results indicate that buildings to be acquired are found to contain asbestos, or if during construction, buried building materials and/or utilities containing asbestos piping are encountered, a comprehensive Asbestos Operations and Maintenance Plan will be developed in accordance with the applicable regulations.

The Operations and Maintenance Plan will address worker training and safety measures to be taken, when disturbing asbestos-containing material, and during abatement activities.

## **Soils and Groundwater**

With the exception of the Shell gas station, it is unlikely that contamination will impact the project. The Proposed Action does include lowering Academy Boulevard at the intersection with Woodmen Road and lowering Woodmen Road at Union Boulevard. Permanent groundwater dewatering will not be required at either location. There are currently no known groundwater problems at Union Boulevard. At Woodmen and Academy, contamination from the York Cleaners is not likely to be encountered because no excavation is expected where contamination has occurred, and the plume is moving away from Academy Boulevard to the southwest. The Shell Station is not a reported LUST site or otherwise known to be contaminated. However, prior to acquisition, the environmental site assessment will be updated and a Phase 2 investigation performed. If necessary, remedial actions will be taken prior to or during construction and appropriate specifications included in the plans.



If unknown or undocumented contaminated soil or groundwater is encountered during construction, the following Standard Operating Procedures will be employed:

### Standard Operating Procedures

- Contractors will be required to store fuel and other hazardous material at locations away from streams and wetlands, and take appropriate precautions to avoid spilling hazardous materials or fuels during construction.
- Contractors will be required to monitor for hazardous conditions, such as methane, and have appropriate Occupational Safety and Health Administration training (per 28 CFR 1910) for hazardous waste site operations.
- Contractors will be required to use sealed forms to prevent concrete wash water or other contaminants from entering creeks, storm sewers, and wetland areas.
- Contractors will be provided and made aware of the results of the Phase 2 investigation regarding the potential to encounter contaminated soil or groundwater.
- Appropriate specifications will be included in the contract documents notifying the contractor of any known or suspected soil and groundwater contamination.
- Health and safety procedures, including engineering controls (i.e., keeping soils moist during construction, limiting exposure time, controlling runoff, etc.), will be established in a Health and Safety Plan that is based on the contaminants identified by investigation activities, and by following standard health and safety practices.



### 3.11.9 Visual Resources

The area of influence for visual resources is defined by the landscape settings that could potentially be altered by the introduction of the Proposed Action. Visual resources of a project area are typically defined by evaluating the visual character and scenic quality of local landscape settings, the existing level of landscape alteration or scenic integrity, and the sensitivity to visual change in the landscape.

Scenic quality and scenic integrity in residential areas along the section of the Woodmen Road corridor from I-25 to Powers Boulevard are generally moderate to high. Scenic quality and scenic integrity at highly developed areas, particularly the intersection of Academy Boulevard and Woodmen Road, is generally low due to the high amount of traffic, lack of consistent design themes of the commercial developments, and many access points onto both roads. Planned development in the section between Rangewood Drive and Powers Boulevard may change the scenic character of the area; existing scenic quality and integrity is currently moderate or moderate to high.

Existing viewers in the project area are residents, customers, business owners, and drivers. Residents and business owners are typically very sensitive viewers because they are very familiar with the landscape and quickly notice changes in the view. Most drivers and customers would be moderately sensitive because many of them would be local people who use this route frequently.

Although the No Action Alternative is constructing interchanges in an urbanized area, it will do little to enhance the visual quality of the project area, since it leaves in place the Woodmen Road corridor with its inconsistent appearance.

#### Scenic Quality

Scenic quality is described by evaluating landscape features such as landforms, vegetation, water features, and cultural modifications. Scenic integrity is a measure of the degree to which a landscape is visually perceived to be complete or intact and is described as being low, moderate, or high. Visual sensitivity of an area is a function of the type and number of viewers, surrounding land uses, and the presence of important geological, biological, or historic features.



Construction of the Proposed Action would alter the existing setting primarily through changes in transportation facilities. Overall, cut and fill would be minor and would appear similar to local topographic changes, resulting in minor changes to the existing conditions. Grade separated interchanges with Woodmen Road at Academy Boulevard and Union Boulevard would have stronger visual contrasts than the existing at-grade intersections. All of the proposed transportation improvements to Woodmen Road, including the interchanges, would be designed to be compatible with the existing surroundings and be enhanced with landscaping and aesthetic treatments. By improving the heavy traffic congestion that currently exists at this intersection and adding design details to the overpass structure, impacts to visual quality would be minor. Ultimately, the Proposed Action would enhance the visual character of the project area by creating a landscaped parkway look in the corridor.

