

I-70B WEST

finding of no significant impact





FINDING OF NO SIGNIFICANT IMPACT

CDOT Project Number NH 0701-166 (14932)

Submitted Pursuant to:
42 USC 4332(2)(c)

by the
U.S. Department of Transportation, Federal Highway Administration
and
Colorado Department of Transportation

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A federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(1), indicating that one or more federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those federal agency actions must be brought within 180 days after the date of publication of the notice, or within such shorter time period as is specified in the federal laws pursuant to which judicial review of the federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the federal laws governing such claims will apply.



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Prepared for:
U.S. Department of Transportation, Federal Highway Administration
and
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August 2008



INFORMATION AVAILABILITY

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EA AVAILABILITY

The Environmental Assessment is attached to this document on a compact disc. If you cannot open or use this disc and would like to review a hard copy, please contact one of the above individuals.



ACRONYMS AND ABBREVIATIONS

BMPs	Best Management Practices
CDOT	Colorado Department of Transportation
CDOW	Colorado Division of Wildlife
CDPHE	Colorado Department of Public Health and Environment
db(A)	A-weighted decibel level
EA	Environmental Assessment
EIS	Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MS4	Municipal Separate Storm Sewer System
NEPA	National Environmental Policy Act
UNIFORM ACT	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended
USACE	U.S. Army Corps of Engineers
UST	Underground Storage Tank



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Chapter 1: Project Description

1.1 INTRODUCTION

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) in coordination with the City of Grand Junction, Mesa County, and the federally designated Grand Valley Metropolitan Planning Organization for the region propose improvements to I-70B West in Grand Junction, Colorado (Figure 1-1). The I-70B West project is approximately 4 miles in length and extends from 24 Road on the west to 15th Street on the east as shown in Figure 1-2.

I-70B West is the backbone of the transportation system in Grand Junction. Its multiple functions include:

- Serving inter-regional US 50 traffic from Montrose and beyond to Utah (I-70B and US 50 are coincident within most of the project).

- Serving commuter traffic.
- Serving as a gateway to Grand Junction for tourists.
- Serving as a major arterial accessing regional employment centers including the downtown area.
- Serving other local land uses such as institutional facilities, recreational facilities, and neighborhoods.

As shown in Figure 1-2, I-70B has many local names along its length, including US 6, US 50, 1st Street, Pitkin Avenue, and Ute Avenue.

In March of 2008, the I-70B West Environmental Assessment (EA) was completed and signed. The EA and this Finding of No Significant Impact (FONSI) were prepared in compliance with the National Environmental Policy Act (NEPA) of 1969 and with other applicable environmental laws, Executive Orders, and related requirements. As required by NEPA, an environmental

Figure 1-1 I-70B West Regional Map

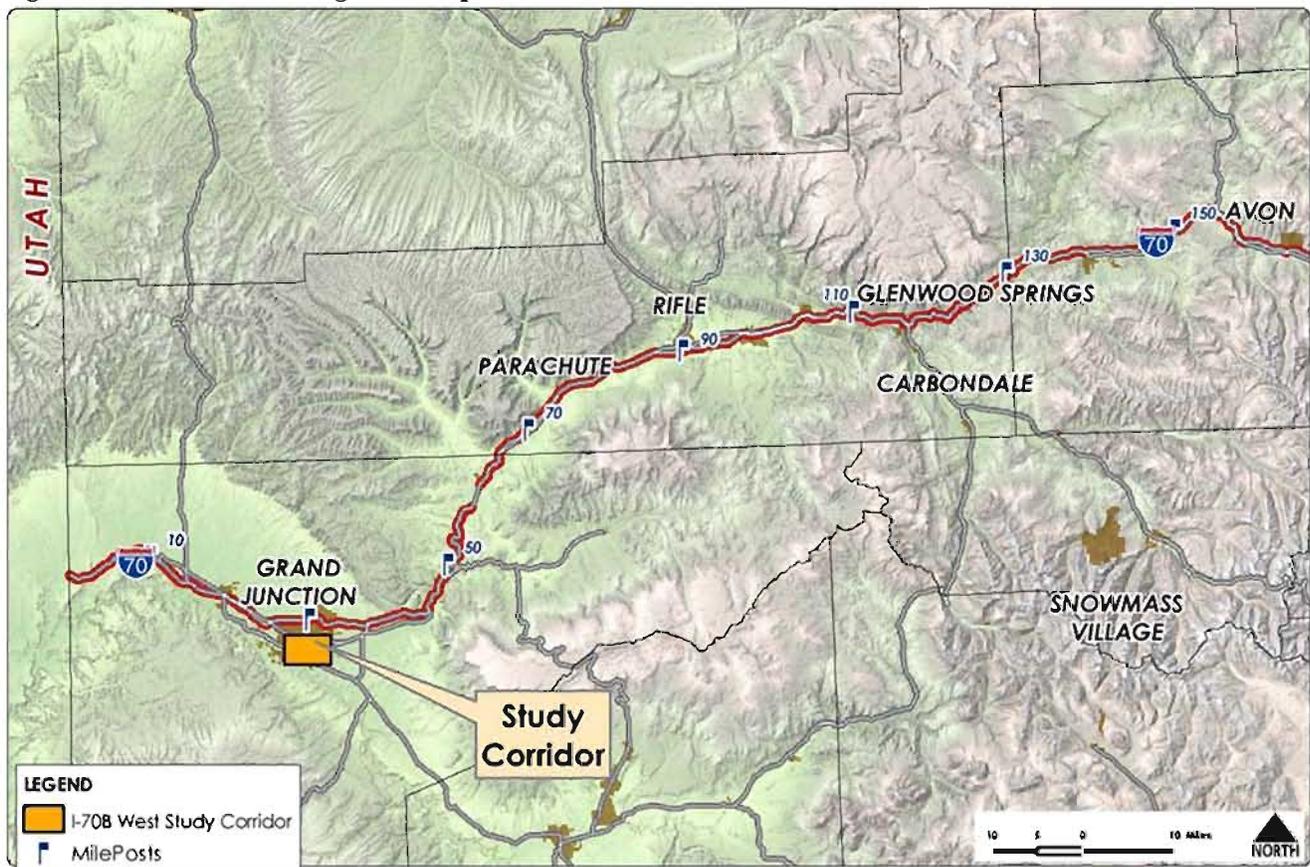




Figure 1-2 I-70B West Study Corridor



analysis was conducted and all potential impacts associated with the proposed action were documented and mitigation measures identified. No significant impacts were identified during the course of this study.

The analysis performed in the EA revealed that there are a limited number of resources that would be impacted by the Preferred Alternative. Environmental impacts and mitigation measures associated with the Preferred Alternative are fully discussed in Chapter 3.0 of the EA. A summary of impacts and mitigation for the Preferred Alternative is included in Appendix A of this FONSI.

1.2 PURPOSE

The overall purpose of the I-70B West project is to improve traffic flow, safety, and multi-modal opportunities, and provide effective access along I-70B. The project needs of the I-70B West Corridor are defined by the following identified transportation problems:

- Traffic flows approach capacity during peak periods and are expected to exceed capacity for extended periods of time in the future.
- Accident rates are higher along this segment of I-70B than the average rate for similar roadways in Colorado.
- The spacing and configuration of existing access locations contribute to congestion and high accident rates, and reduce the ability to safely and effectively access adjacent properties.
- There are limited and discontinuous bicycle, pedestrian, and bus facilities.

The proposed project would meet these needs by providing:

- Acceptable traffic operations (Level of Service D or better) I-70B West.
- Safety improvements that have a high likelihood of reducing accident rates to average rates for similar roadways in Colorado or better.



- Access control along I-70B West that improves safety and congestion while providing effective access to adjacent properties.
- Continuous bicycle and pedestrian facilities along I-70B West.

1.3 Preferred Alternative

The Preferred Alternative provides six lanes of through travel along I-70B West. The section of I-70B West from 24 Road to Rimrock Avenue would be widened, additional turn lanes would be provided where warranted, and access would be controlled to improve through traffic operations and safety (Figure 1-3 to Figure 1-5; Section 1a, 1b, and 1c). The North Avenue interchange would be improved to provide additional through capacity, better traffic operations, access to businesses west of I-70B, and improved safety (Figure 1-6 and Figure 1-7; Section 2a and 2b). The 1st Street and Grand Avenue intersection would be reconfigured and improved to include additional through capacity and turn lanes (Figure 1-8; Section 3). The 1st/2nd/Ute/Pitkin area would be improved to upgrade operations to accommodate the third lane in each direction and improve safety (Figure 1-9; Section 4a). The 4th/5th/Ute/Pitkin area would be converted to one-way 4th and 5th Streets with additional turn lanes added to reduce vehicle conflicts and improve traffic operations (Figure 1-10; Section 4b).

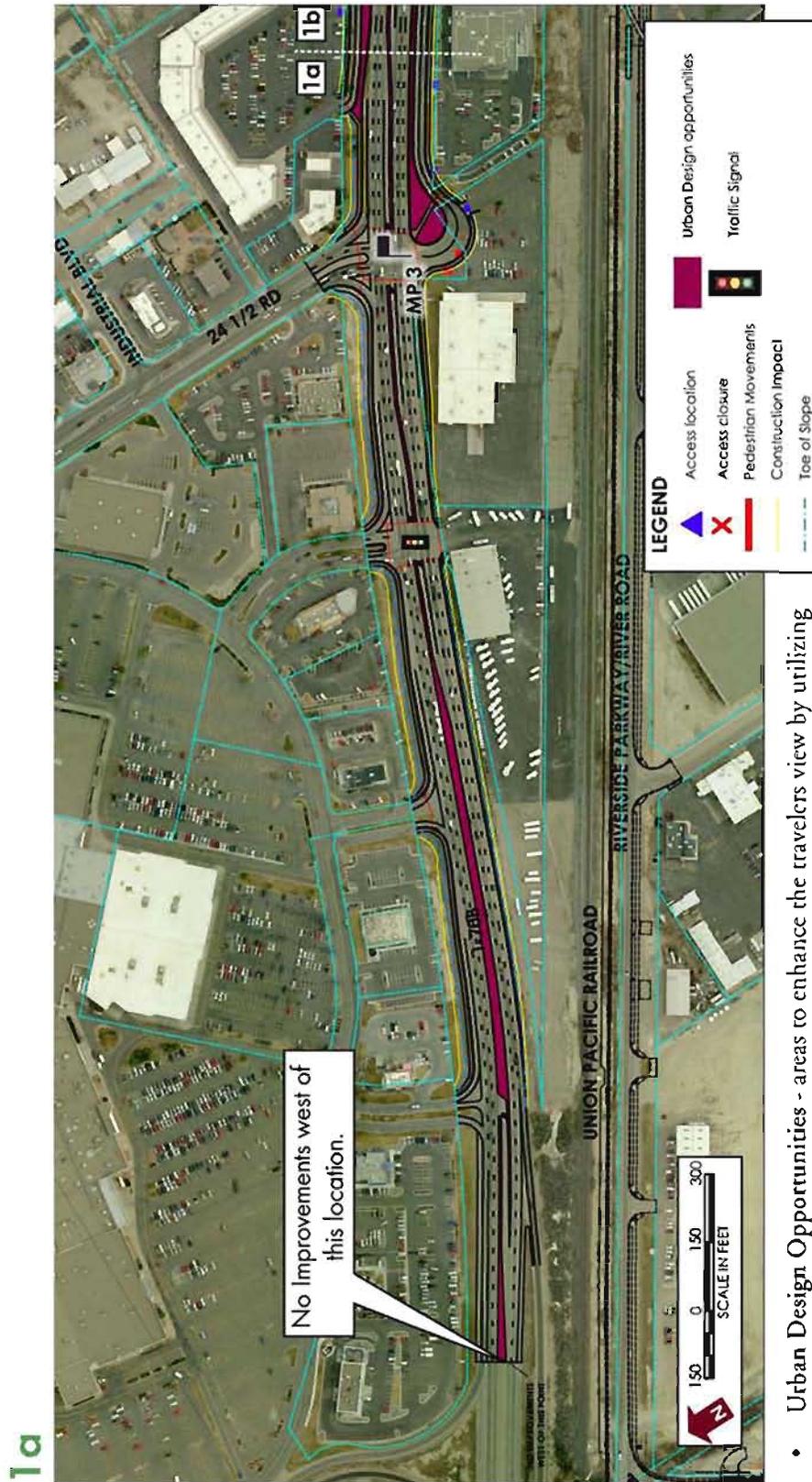
The Preferred Alternative would provide improved and continuous bicycle and pedestrian facilities. Existing bus stops on I-70B West would also be improved.

Preliminary right-of-way considerations for the Preferred Alternative include:

- Commercial acquisitions/relocations: 1
- Residential acquisitions/relocations: 0
- Partial commercial property acquisitions: 39
- Partial residential property acquisitions: 0

Final design of the Preferred Alternative could result in minor variations of the proposed improvements and resulting right-of-way needs.

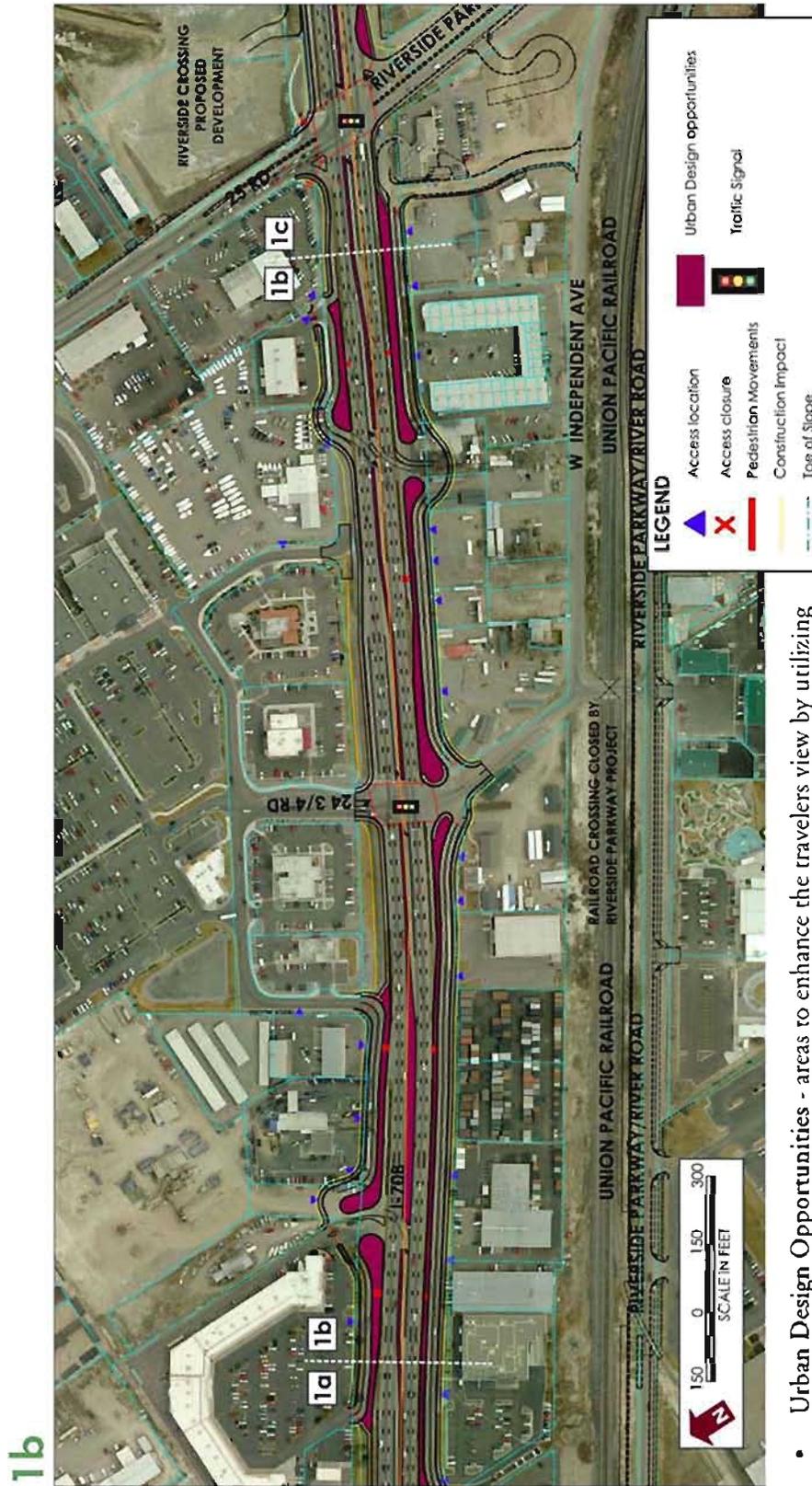
Figure 1-3 Preferred Alternative - Section 1a



- Urban Design Opportunities - areas to enhance the travelers view by utilizing a combination of landscaping, hardscaping, and lighting.
- Pedestrian Movements - crosswalks with traffic and pedestrian signalization.



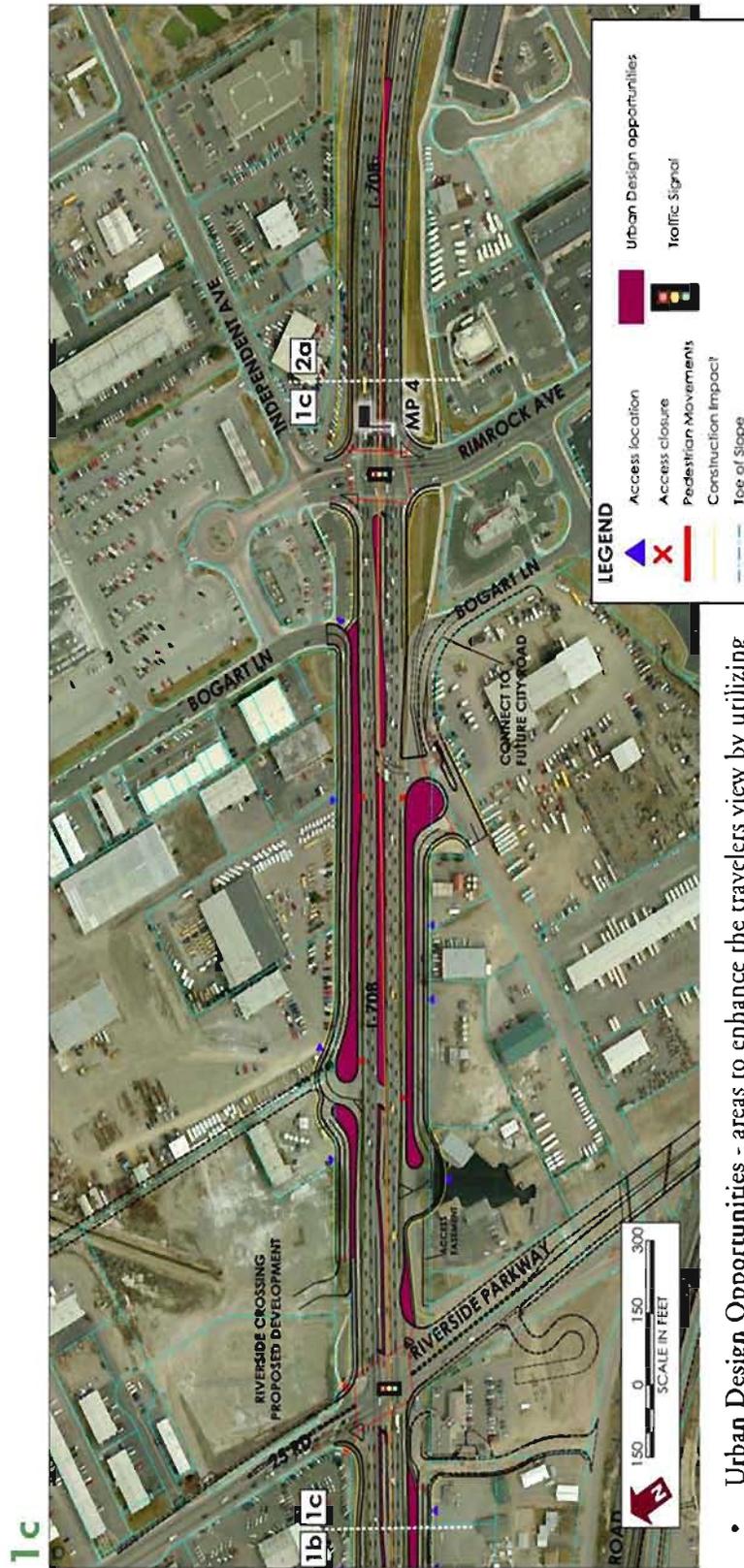
Figure 1-4 Preferred Alternative - Section 1b



- Urban Design Opportunities - areas to enhance the travelers view by utilizing a combination of landscaping, hardscaping, and lighting.
- Pedestrian Movements - crosswalks with traffic and pedestrian signalization.



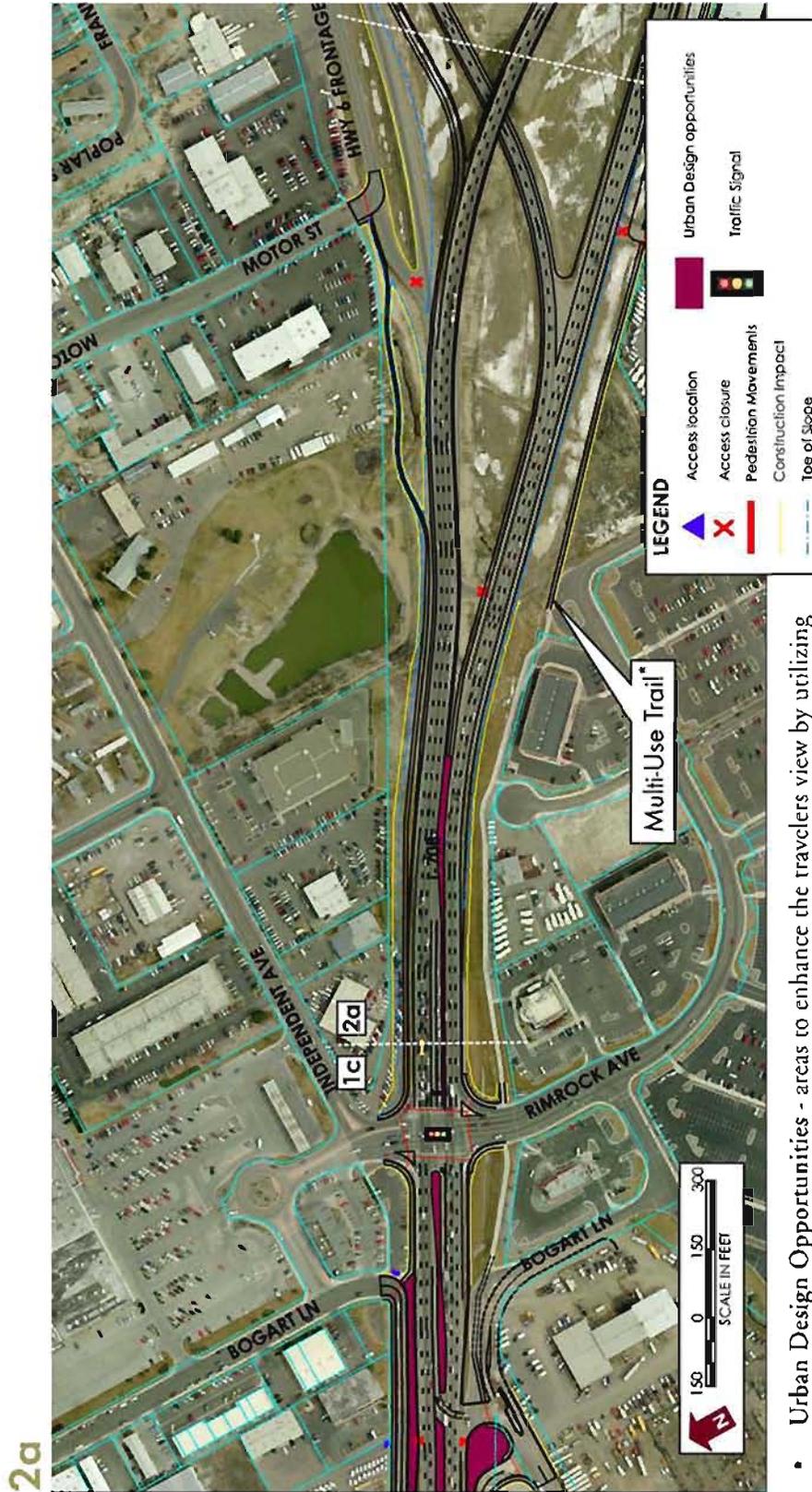
Figure 1-5 Preferred Alternative - Section 1c



- Urban Design Opportunities - areas to enhance the travelers view by utilizing a combination of landscaping, hardscaping, and lighting.
- Pedestrian Movements - crosswalks with traffic and pedestrian signalization.



Figure 1-6 Preferred Alternative - Section 2a

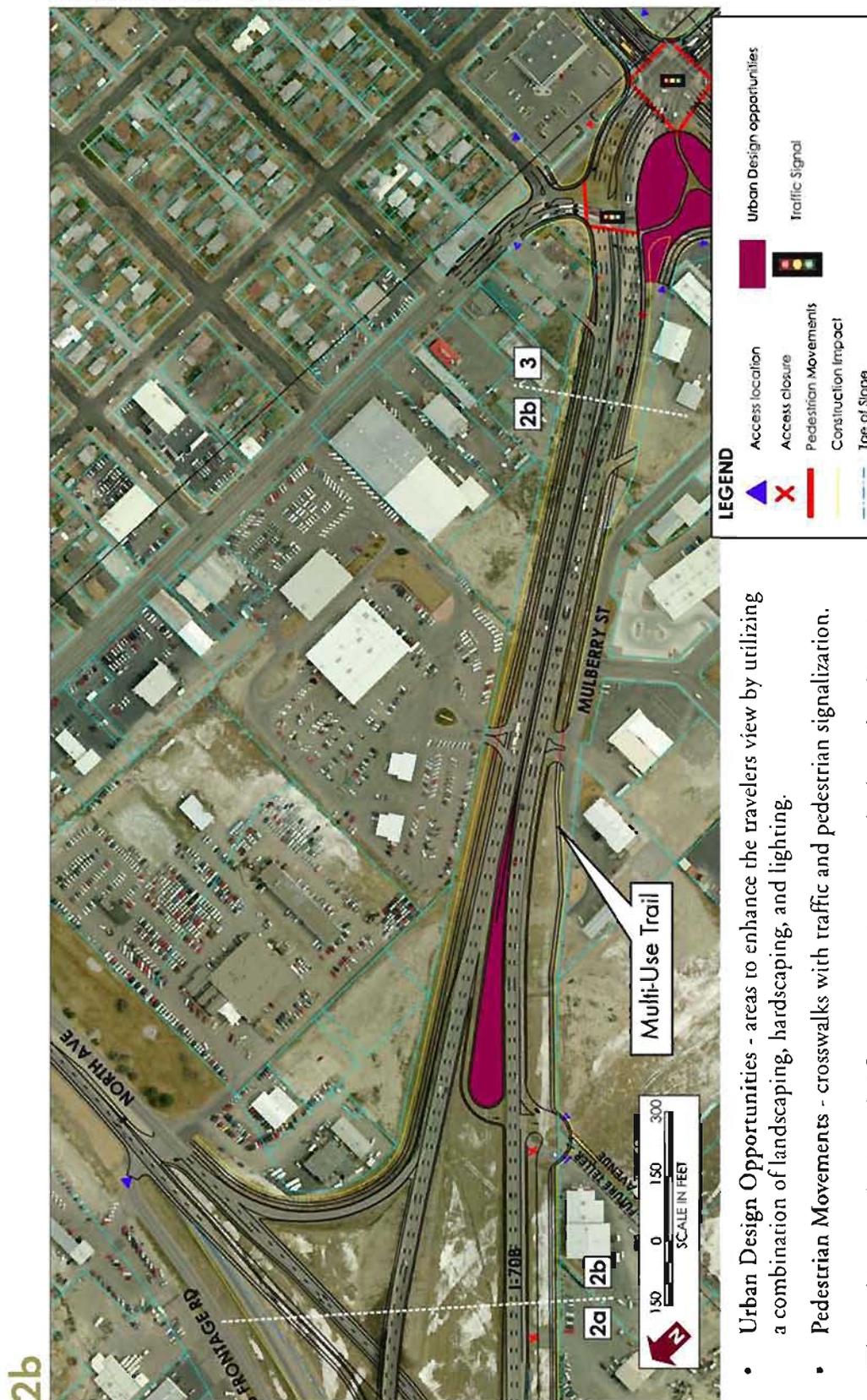


- Urban Design Opportunities - areas to enhance the travelers view by utilizing a combination of landscaping, hardscaping, and lighting.
- Pedestrian Movements - crosswalks with traffic and pedestrian signalization.

*The multi-use trail is intended for transportation uses and is located within existing transportation right-of-way.



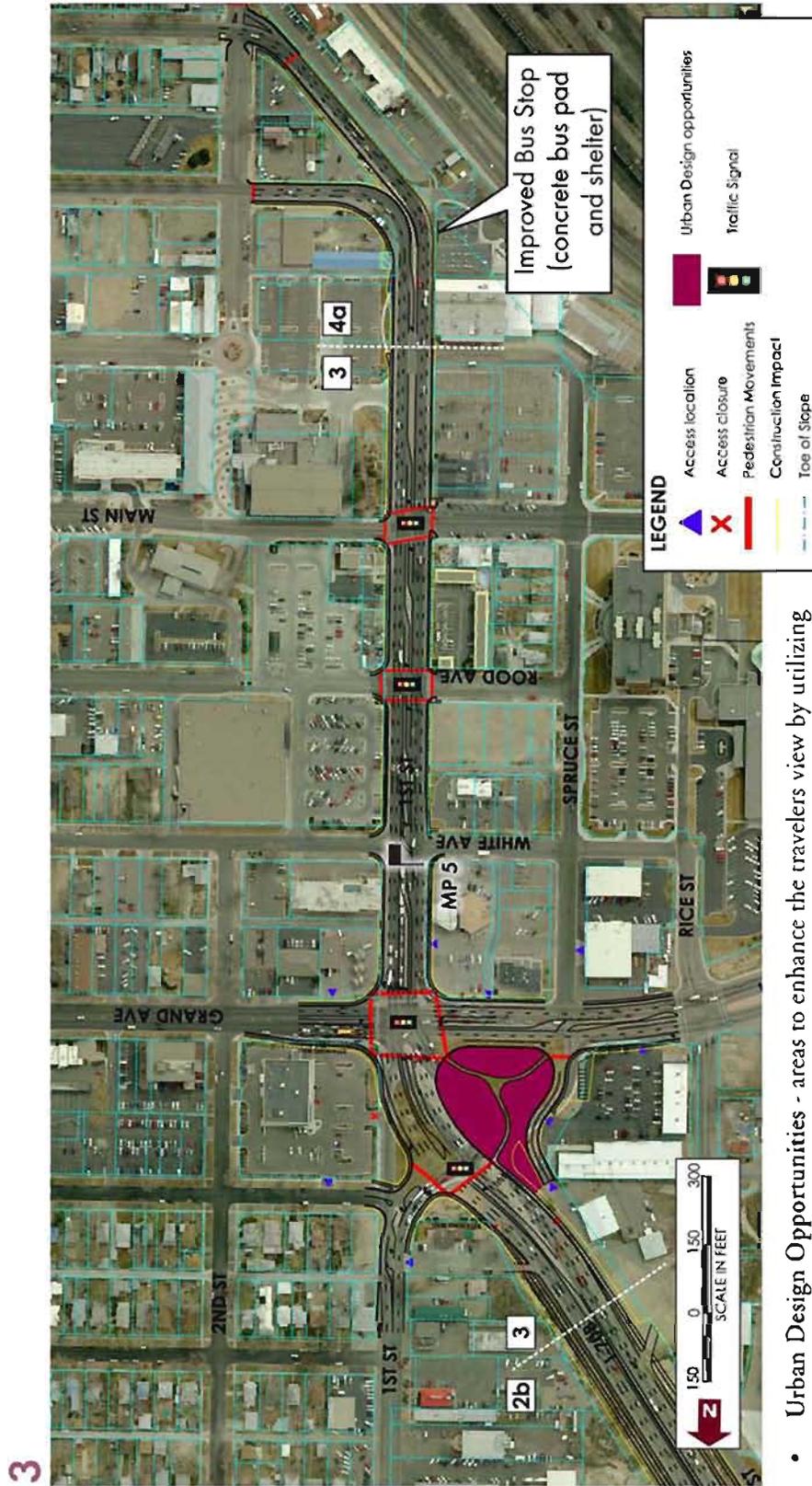
Figure 1-7 Preferred Alternative - Section 2b



- Urban Design Opportunities - areas to enhance the travelers view by utilizing a combination of landscaping, hardscaping, and lighting.
 - Pedestrian Movements - crosswalks with traffic and pedestrian signalization.
- *The multi-use trail is intended for transportation uses and is located within existing transportation right-of-way.



Figure 1-8 Preferred Alternative - Section 3



- Urban Design Opportunities - areas to enhance the travelers view by utilizing a combination of landscaping, hardscaping, and lighting.
- Pedestrian Movements - crosswalks with traffic and pedestrian signalization.

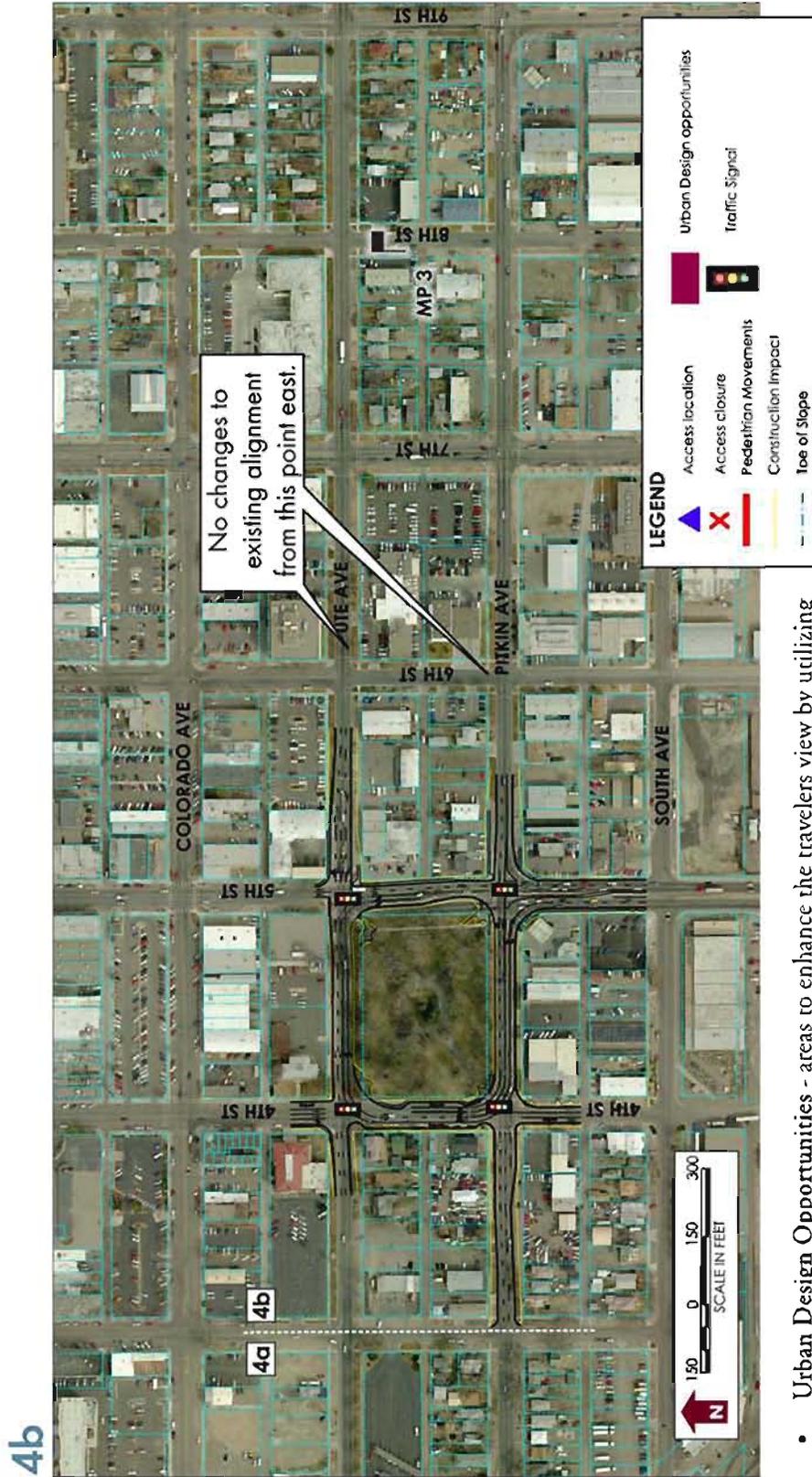
Figure 1-9 Preferred Alternative - Section 4a



- Urban Design Opportunities - areas to enhance the travelers view by utilizing a combination of landscaping, hardscaping, and lighting.
- Pedestrian Movements - crosswalks with traffic and pedestrian signalization.



Figure 1-10 Preferred Alternative - Section 4b



- Urban Design Opportunities - areas to enhance the travelers view by utilizing a combination of landscaping, hardscaping, and lighting.
- Pedestrian Movements - crosswalks with traffic and pedestrian signalization.



1.3.1 Access Management

The Preferred Alternative would provide good local access compared to the other alternatives considered. Several existing I-70B West accesses from adjacent properties would be closed. However, the Preferred Alternative would provide new and consolidated access points to improve safety, improve access capacity, facilitate local access, and better accommodate I-70B West mobility.

Generally, in the 24 Road to Rimrock Avenue section, the existing signals would remain in the Preferred Alternative, and the existing two full-movement accesses between signals would be replaced by one $\frac{3}{4}$ turn access for each side of I-70B West. The raised median would provide improved control for this access management approach.

In the North Avenue interchange area, the existing U-turn from westbound I-70B to eastbound I-70B would be replaced by a $\frac{3}{4}$ movement farther south at Teller Avenue combined with a frontage road to connect to existing businesses. The frontage road is considered temporary until construction of Teller Avenue. Following this construction, the intent is to provide access to businesses via the new Teller Avenue.

At 1st Street and Grand Avenue, because of proposed intersection improvements, some access changes would be required, but access to all businesses would be maintained and in some cases enhanced due to improved safety and less congestion.

The Preferred Alternative would also provide increased mobility for the corridor as a whole, generally improving business access and business viability.

1.3.2 Intersection Improvements

The Preferred Alternative would provide additional capacity by adding a third through lane in each direction on I-70B West at all intersections between 24 Road and 2nd Street. In addition to this improvement, several other design considerations are included in the Preferred Alternative. Notably, the following intersections would undergo major improvements:

- **1st Street and Grand Avenue** - This intersection would be reconfigured into a four-leg intersection instead of the existing five-leg. Also, the curve of the intersection would be improved to provide better

through movements, and the number of turn lanes would be increased.

- **4th/5th/Ute/Pitkin** - 5th Street would be converted to one-way northbound between Ute and Pitkin Avenues, effectively creating a one-way loop around the park. This simplifies and improves the traffic operations in the area and eliminates the major conflicts of southbound 5th Street and eastbound Pitkin Avenue.

Minor improvements would be provided at other intersections not previously described. The following improvements are in addition to six through lanes on I-70B West:

- **West entrance to Mesa Mall** - Right-in/right-out plus $\frac{3}{4}$ left-turn from eastbound I-70B. A median would be provided to prevent eastbound ramp traffic from using this access.
- **Center entrance to Mesa Mall** - Right-in/right-out with raised median.
- **East signalized entrance to Mesa Mall** - Turn lane and channelization improvements.
- **24 $\frac{1}{2}$ Road** - Improved approach from south frontage road. Turn lane and channelization improvements.
- **24 $\frac{3}{4}$ Road** - Improved approach from south frontage road. Turn lane and channelization improvements.
- **Rimrock Avenue/Independent Avenue** - Minor channelization improvements.
- **Motor Street and Highway 6 Frontage Road** - The Highway 6 Frontage Road connection with the North Avenue ramp to I-70B West would be closed for safety reasons. Motor Street would become an extension of the Highway 6 Frontage Road.
- **North Avenue and Highway 6 Frontage Road** - New left-turn lanes on North Avenue in both directions.
- **1st Street and Ouray Avenue** - Because of the close proximity to the I-70B West intersection, westbound traffic on Ouray Avenue would not be allowed to turn left onto 1st Street.
- **1st Street and White Avenue** - Full access for White Avenue at this intersection would be replaced with



right-in/right-out movements. All movements on 1st Street would remain including northbound and southbound left turns. This addresses existing safety problems at this intersection.

1.3.3 Safety Improvements

In addition to the safety enhancements inherent in improvements at intersections and access management, some modifications were made in the corridor to address other safety issues:

- At the I-70B West and North Avenue interchange, the westbound North Avenue to westbound I-70B ramp would be rebuilt south of its current location to provide a longer weave distance for travelers from North Avenue wishing to turn left at Rimrock Avenue.
- The improved horizontal geometry at 1st Street and Grand Avenue would reduce vehicle conflicts and reduce the likelihood of side-swipe accidents for through vehicles.
- The curve at 1st Street and Ute Avenue would be improved, providing more room for vehicles navigating the sharp curve and improving sight distance.

1.3.4 Structures

Two structures would be required for construction of the Preferred Alternative:

- Widening of the westbound I-70B bridge at North Avenue, requiring installation of additional abutments and piers.
- A low retaining wall adjacent to the Rite-Aid at 1st Street and Grand Avenue.

1.3.5 Lighting

Lighting would be replaced in kind as part of the Preferred Alternative.

1.3.6 Urban Design/Aesthetics

Urban design/aesthetic considerations such as utilizing a combination of landscaping, hardscaping, and lighting, will be included in the final design of the Preferred Alternative. Opportunities for urban design include the raised median and the area between I-70B West and the frontage roads.

1.3.7 Pedestrian/Bicycle Facilities

Pedestrian and bicycle facilities are proposed on both sides of I-70B through most of the corridor. In the 24 Road to Rimrock Avenue section, sidewalks would be constructed on both sides of I-70B West, except on the south side west of the Mesa Mall signalized entrance. In the North Avenue section, sidewalks would be provided along the north side of I-70B West and a separated multi-use trail would be provided on the south side specifically for transportation uses within the existing transportation right-of-way. In the 1st Street and Grand Avenue section, sidewalks would be reconstructed as needed, and a new sidewalk connection would be provided from Ute Avenue to 1st Street. In the Ute/Pitkin section, sidewalks would be reconstructed as needed, and an additional crosswalk would be added across Pitkin Avenue west of 2nd Street. Pedestrian movements at intersections would consist of crosswalks with traffic and pedestrian signalization.

1.3.8 Bus Facilities

The only existing bus stop on I-70B West would be improved with the Preferred Alternative, with a concrete bus pad and shelter.



Chapter 2: EA Comments and Responses

The 30-day public and agency review period occurred from March 24, 2008 through April 23, 2008, following the publication of the availability. During the review period no comments were received that required any changes to the proposed action and one clarification was made to the EA as described in Chapter 3. A public hearing was held on April 8, 2008 with a transcriber in attendance to record any comments. Three comments were submitted to the transcriber at the hearing. One written comment was received at the hearing. No comments were received via US mail, facsimile, electronic mail, or the project website. No impacts to the environment were identified in comments received that were not fully addressed in the EA. All comments received are presented in this section along with the responses. Appendix B contains copies of all original comments received.

2.1 Comments Received on Comment Forms

Comment #1: Kathy Tomkins

The new plan for 2489 Hwy 6 & 50 will make the existing manufactured home sales very difficult for frontage displaying and access. The frontage visibility is extremely important for this kind of business.

Response:

All parcels located along this section of I-70B West will continue to have frontage road access although the frontage road will be reconstructed to accommodate the widening of I-70B West and existing access to the frontage road will be reconfigured to improve safety and reduce vehicular conflicts. At this particular parcel (2489 Highway 6 & 50/ I-70B) a new $\frac{3}{4}$ access will be constructed allowing ingress from both directions along I-70B and egress to eastbound I-70B. Egress to westbound I-70B will continue to be available at 24 $\frac{3}{4}$ Road approximately 650 feet to the west. Although this property will be closer to the new access than the existing access point, there will be a partial property acquisition of this property to accommodate the new $\frac{3}{4}$ access. This will result in the frontage being set back further from I-70B West than in the existing configuration. This prop-

erty will continue to have access to the I-70B West frontage road, as will all properties along the frontage road.

2.2 Verbal Comments Given to the Court Reporter at the Public Hearing, April 8, 2008

Comment #2: Max Vaughn

I'm one of the property owners at the Cottonwood Mall, which is at I think 2493 6 & 50 West. My concern and my tenant's concern and the concern of the people that I've talked to in the Cottonwood Mall is semi-truck access to the Cottonwood Mall off of 6 & 50. So we, our concern is there's a driveway west of there, immediately west of the Cottonwood Mall, and we want to make sure in this design that the thing will accommodate semis. I think that pretty much is it. I'm not sure on this final design, but anyhow, the alleyways behind both sides of the Cottonwood Mall are really narrow and have sharp right-angle turns at the north end. So, you know, anybody that has to get out of there is not going to be able to go out of there with a semi. And it's important this thing is accessible off of the highway. I think that pretty much says it. That's our major concern. I'm not speaking for everybody in the building, but the people I've talked to get a lot of freight, and there is a lot of freight in and out of the mall, and a lot comes by tractor trailer. I think that's it.

Response:

Semi-trucks will have access to the property from the signal at 24 $\frac{3}{4}$ Road as the new $\frac{3}{4}$ access near their property cannot accommodate large traffic movements. The reconfigured driveway will be in the same location as it is now with the same width. Currently there is some landscaping between the frontage road and the existing parking lot and the Preferred Alternative proposed back of curb will be almost right at the back of that landscaping. This means the parking lot on the south corner will not be changed but landscaping will be removed. The parking lot will function as it does today. For the west corner of the building an additional driveway is anticipated to allow trucks to get out of the one-way loop around the



building. Basically vehicles will be able to continue to use the one-way loop just as they do now.

Comment #3: Lois Renfrow

I represent my neighborhood as well. Main concern: 1st and Grand, and how to get to the mall. And that means whether using Grand Avenue, going out I-70, or going North Avenue and 70, or going, like a lot of us go, down Gunnison up 1st Street to Patterson. Right now, that's a horrible mess. We don't go to the mall. And we are not seeing - I don't see in any, from what this is looking like, that they're doing anything different for that. The Grand Avenue and 1st intersection makes some little turns in a direction that, to me, don't make sense. And this, I believe, isn't common sense. And so this is where there needs to be more improvements on how they have turns off of 24 ¼ Road into the mall, and things like that. Because you make a left turn and so on. I think that's it.

Response:

It is recognized that there are many traffic congestion problems in Grand Junction. The I-70B West project was developed to address only those congestion (and other problems) along I-70B between 24 Road and 15th Street. Specific to this comment, the I-70B West Preferred Alternative addresses congestion at the 1st and Grand intersection and along I-70B West to Mesa Mall. The Preferred Alternative at 1st and Grand improves the geometrics at the intersection, provides additional turn lanes, and consolidates the 1st Avenue leg to the north. At the 24 ½ Road / I-70B intersection, the Preferred Alternative adds additional lanes, adds a raised median, and improves the approach to the southern frontage road. All along this section of I70B West left turns into and out of adjacent properties are controlled to provide improved safety and mobility.

Comment #4: Tom Gunter

We got no notice of this meeting. The only way we found out is actually through a customer that came in that's affected by it. That's the only way we knew about it. In the past, they'd always been good about sending notices out, so I think that's why there's nobody here. Should say "timely" notice. Somebody said they saw it in the paper last night. People have things they need to plan.

Response:

Thank you for attending the meeting and taking time to provide comments. While we recognize that we may not always reach 100 percent of the citizens that are interested in a project, the project team has made every reasonable effort to notify the community about the public hearing. Notice of the availability of the EA for review and comment and the public hearing was printed in the Grand Junction Daily Sentinel and the Grand Junction Free Press on March 24, 2008, two weeks prior to the meeting. Post cards announcing the public hearing were mailed to the project mailing list on March 28, 2008. An additional notice was placed in the Grand Junction Free Press News on April 16, 2008 and the Grand Junction Daily Sentinel on April 18, 2008 to remind the public of the availability of the EA for review and comment.



Chapter 3: Clarification to the EA

One clarification was made to the EA during the review period as a result of agency input. This clarification is to the discussion of right-of-way acquisition as presented in Section 3.7.2.2 of the EA.

The Preferred Alternative requires the acquisition of approximately 2.5 acres of new right-of-way from 40 parcels. Table 3-15 in the EA includes estimates of right-of-way impacts for each affected property.

As clarification, it is important to note that the impacts described in the EA are approximations based on the best available information from the conceptual design plans as shown. Final design of the Preferred Alternative may result in minor variations of right-of-way and other impacts.



Chapter 4: Selection of Preferred Alternative

Based upon the I-70B West EA, Public Hearing transcript, and public comments received, the FHWA, in coordination with the CDOT has determined that the alternative described in Section 1.3 of this FONSI and Section 2.6.2 of the EA is the Preferred Alternative.

For a detailed description of the Preferred Alternative see Section 2.6.2 of the EA. Appendix A includes a summary of impacts and mitigation measures for the Preferred Alternative.



Chapter 5: Finding of No Significant Impact

The FHWA has prepared the referenced EA and this FONSI in compliance with the NEPA of 1969 and with other applicable environmental laws, Executive Orders, and related requirements.

The FHWA has determined that the Preferred Alternative described in Chapter 2.0 of the EA and Section 1.3 of this document will have no significant impacts on the human or natural environment. This FONSI is based on the referenced EA, which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA.



Appendix A: Summary of Impacts and Mitigation Measures

This table provides a summary of impacts and mitigation measures for the Preferred Alternative as discussed in Chapter 3 of the EA.

Summary of Impacts and Mitigation Measures

Resource	Impacts	Mitigation Measures
Farmlands	No impact. No prime or unique farmlands present.	No mitigation measures are necessary.
Threatened, Endangered, and Sensitive Species	No impact. Three species identified in vicinity, but lacking suitable habitat in urban study corridor.	No mitigation measures are necessary.
Wildlife and Fisheries	No impact. Some loss of roadside vegetation and habitat marginal through study corridor.	No mitigation measures are necessary.
Archaeological Resources	No impact. No prehistoric or historic archaeological resources present.	No mitigation measures are necessary.
Paleontological Resources	No impact. Underlying sedimentary deposits too young and low sensitivity in study corridor.	If any subsurface bones or other potential fossils are found within the study corridor during construction, the CDOT Staff Paleontologist will be notified immediately to assess their significance and make further recommendations.
Land Use and Zoning	Direct conversion of one parcel from a commercial use to a transportation use. Compatible with existing zoning and existing and future land use.	No mitigation measures are necessary. See Right-of-Way Section in this appendix for mitigation measures associated with the acquisition of property.
Social Conditions and Environmental Justice	No impact on population growth, housing development, or community facilities. No displacement of low-income or minority residences or businesses. Some temporary impacts during construction such as delays, detours, out-of-direction travel, construction - related noise, and temporary access changes. Benefits residents in study corridor by improving mobility, safety, and access to community facilities and services. The Preferred Alternative would not result in disproportionately high and adverse impacts to minority or low-income populations.	No mitigation measures are necessary. Good communication with emergency service providers, the community, and residents with regard to road delays, access, and special construction activities will be required during the construction phase. This will be accomplished through radio and public announcements, newspaper notices, on-site signage, and the use of the City's and CDOT's Web sites. See Construction Section in this appendix for mitigation measures associated with construction activities.

Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Economic Conditions	<p>Improvement of congestion and business access. Temporary access impacts during construction. Right-of-way impacts to 29 of the impacted businesses would primarily be in the form of loss of unused or vacant land adjacent to the roadways. For the other ten right-of-way impacts, there would be relocation of one business, permanent loss of existing parking at eight businesses, and temporary loss of parking during construction at one business.</p>	<p>Throughout the preparation of this EA, CDOT worked closely with business owners and tenants potentially affected by right-of-way or access changes to ensure that their concerns were understood and considered. Information about the right-of-way process and the rights of owners and tenants was provided.</p> <p>Acquisition or relocation of property as a result of this project will comply with the <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (Uniform Act)</i>, and other applicable relocation assistance programs (see Section 3.7 Right-of-Way of EA).</p> <p>New access will be provided for properties where existing accesses are removed by the Preferred Alternative. No businesses would lose access as a result of the Preferred Alternative. To avoid disruption of business activities during construction, the new access will be provided before the existing access is removed.</p> <p>Good communication with emergency service providers, local businesses, and residents with regard to road delays, access, and special construction activities will be required during the construction phase. This will be accomplished through radio and public announcements, as well as newspaper notices, on-site signage, and the use of the City's and CDOT's Web sites.</p> <p>To minimize disruption to traffic and local businesses, construction activities will be staged and work hours varied (see Section 3.18 of EA).</p> <p>Throughout the construction stage, access will be preserved for each business within the study corridor.</p>
Transportation	<p><i>Traffic</i> - Would result in acceptable traffic operations for all intersections evaluated in the study corridor. Other competing and congested routes would also see improvements as traffic diverts to the improved I-70B West.</p>	<p>No mitigation measures are necessary.</p>



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Transportation (continued)	<p><i>Safety</i> - Would improve traffic safety by reducing conflict points and reducing congestion. Improved access and access control between 24 Road and North Avenue would also improve safety. An additional through lane on 1st Street would reduce conflicts between through traffic and turning traffic. One-way improvements at the 4th and 5th Streets and Pitkin and Ute Avenues intersections area would improve safety by reducing the number of conflict points.</p> <p><i>Access</i> - Access between 24 Road and North Avenue would be greatly improved by providing a median to eliminate unsafe uncontrolled left-turn movements. By providing $\frac{3}{4}$ access points between major signalized intersections, businesses would have frequent ingress points. By limiting the number of access points between signalized intersections, access maneuvers that slow down traffic would be minimized.</p> <p><i>Transit</i> - No impacts, although travel times for transit routes using or crossing I-70B West are expected to improve. Also the only existing bus stop on I-70B West would be improved with a concrete bus pad and shelter.</p>	
Pedestrian and Bicycle Facilities	No adverse impacts. Would improve pedestrian and bicycle connections throughout the study corridor. Consistent with comprehensive plan and bike plans.	No mitigation measures are necessary. During construction, fencing will be provided to protect pedestrians and bicyclists from construction areas, and signage will be used to direct sidewalk and trail users to detour routes.
Right-of-Way	Requires an estimated 2.5 acres of new right-of-way. No residential displacements. Right-of-way impacts to 29 of the impacted businesses would primarily be in the form of loss of unused or vacant land adjacent to the roadways. For the other ten right-of-way impacts, there would be one business relocation, permanent loss of existing parking at eight businesses, and temporary loss of parking during construction at one business.	For any person(s) whose real property interests may be impacted by this project, the acquisition of those property interests will comply fully with the <i>Uniform Act</i> . The Uniform Act is a federally mandated program that applies to all acquisitions of real property or displacements of persons resulting from Federal or federally assisted programs or projects. It was created to provide for and insure the fair and equitable treatment of all such persons. To further ensure that the provisions contained within this act are applied “uniformally”, CDOT requires Uniform



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Right-of-Way (continued)		<p>Act compliance on any project for which it has oversight responsibility regardless of the funding source. Additionally, the Fifth Amendment of the United States Constitution provides that private property may not be taken for a public use without payment of “just compensation.” All impacted owners will be provided notification of the acquiring agency’s intent to acquire an interest in their property including a written offer letter of “just compensation” specifically describing those property interests. A Right-of-Way Specialist will be assigned to each property owner to assist them with this process.</p> <p>In certain situations, it may also be necessary to acquire improvements that are located within a proposed acquisition parcel. In those instances where the improvements are occupied, it becomes necessary to “relocate” those individuals from the subject property (residential or business) to a replacement site. The Uniform Act provides for numerous benefits to these individuals to assist them both financially and with advisory services related to relocating their residence or business operation. Although the benefits available under the Uniform Act are far too numerous and complex to discuss in detail in this document, they are available to both owner occupants and tenants of either residential or business properties. In some situations, only personal property must be moved from the real property and this is also covered under the relocation program. As soon as feasible, any person scheduled to be displaced will be furnished with a general written description of the displacing Agency's relocation program which provides at a minimum, detailed information related to eligibility requirements, advisory services and assistance, payments, and the appeal process. It also provides notification that the displaced person(s) will not be required to move without at least 90 days advance written notice. For residential relocatees, this notice cannot be provided until a written offer to acquire the subject property has been presented, and at least one comparable replacement dwelling has been made available.</p>



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Right-of-Way (continued)		<p>Relocation benefits will be provided to all eligible persons regardless of race, color, religion, sex or national origin. Benefits provided under the Act, to which each eligible owner or tenant may be entitled, will be determined on an individual basis and explained to them in detail by an assigned Right-of-Way Specialist.</p> <p>To minimize disruption to traffic and local businesses, construction activities will be staged and work hours varied (see Section 3.18 of EA). Throughout the construction stage, access will be preserved for each business within the study corridor.</p> <p>All reasonable opportunities to avoid relocations and minimize the impacts of acquisition to private and public property have been taken in the conceptual design of the Preferred Alternative. The Preferred Alternative is mostly centered in the existing right-of-way for the main roadway and, in general, balances parcel impacts at intersections in all directions. For new access locations between signalized intersections, the location of the access was adjusted to minimize impacts while still addressing traffic and safety needs.</p> <p>For the eight businesses with permanent parking impacts, most would be able to accommodate parking losses with other on-site parking locations. Loss of parking will be replaced or compensated by payment of damages through the Uniform Act process.</p> <p>With recent growth pressure from rapid gains in the oil and gas industry, replacement property for the displaced business (Watermark Spas) is at a premium in the Grand Junction area. While the total number of commercial and industrial properties in the Grand Junction area is not readily available, numerous realtors have listings of commercial and industrial properties for sale or lease. Prices are highly variable (from tens of thousands of dollars to millions) depending on location and amenities. Opportunities to relocate to established business locations are currently very competitive and may require relocating to other parts of the city. Relocation of the businesses will be closely coordinated.</p>



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Air Quality	No impact. Project area is in attainment area for all criteria pollutants. No appreciable difference in Mobile Source Air Toxics.	Construction mitigation includes monitoring of diesel construction equipment idling times to prevent excessive exhaust emissions, evaluation of low emissions equipment and clean engine technologies for diesel construction equipment prior to construction, use of low-sulfur fuels will be required for diesel construction equipment and application of water or dust palliatives to suppress dust entrainment by construction activity (see Construction Mitigation).
Noise	<p>The predicted 2030 Preferred Alternative traffic noise levels for the same 228 locations within the study corridor range from 51 to 71 A-weighted decibel level dB(A)¹. Noise increases occur at 26 modeled locations. Noise levels at individual receptors would increase at most by 1 to 2 dB(A) compared to the existing conditions. Many properties currently exceed the noise criteria of 66dB(A). While there would be an increased usage of the 4th Street/5th Street/Pickin Avenue/Ute Avenue intersection area, the adjacent sections of both Pickin and Ute Avenues would remain the same with three through travel lanes. Noise impacts modeled for the Preferred Alternative would be the same as those for the No Action Alternative in that area.</p> <p>¹ Noise increases occur at 26 modeled locations.</p>	<p>Noise mitigation was investigated for affected residences along Pitkin and Ute Avenues. Results from this analysis indicate that it would not be feasible to construct noise mitigation for these small clusters of homes located very close to the roadway within a predominately commercial area. For noise mitigation to be effective a continuous barrier without gaps would be required. Openings or gaps reduce the effectiveness of noise abatement so that the minimum feasible 5 dB(A) insertion loss cannot be achieved. Openings or gaps for home owner street access would also reduce visibility. This would not be a practical or acceptable situation for affected home owners, thus, any structural wall constructed within these very tight constraints would not be considered feasible.</p> <p>Construction noise impacts, while temporary, will be mitigated by limiting work to daylight hours near residential areas and by requiring the contractor to use well-maintained equipment (particularly mufflers), to the extent feasible (see Section 3.18 Construction of EA). Any night time construction is subject to variance from any local city noise ordinance.</p>



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
<p>Water Resources and Water Quality</p>	<p>No direct impact to water resources. Increase in impervious surfaces and associated runoff by approximately 4.5 acres.</p> <p>Improvements could result in indirect impacts as a result of new development and redevelopment, and an increase in impervious surfaces; however, increased growth and development are projected to occur, regardless of whether the Preferred Alternative is implemented.</p>	<p>The use of standard erosion and sediment control Best Management Practices (BMPs) in accordance with <i>Erosion Control and Storm Water Quality Guide</i>, CDOT, 2002 will be included in the final design plans. All work on this project will be in conformity with Section 107.25 (Water Quality Control) and Section 208 (Erosion Control) of the <i>CDOT Standard Specifications for Road and Bridge Construction</i>. The design shall also comply with the policy of Executive Order 11990 regarding impacts to wetlands.</p> <p>Water quality mitigation will adhere to the Municipal Separate Storm Sewer System (MS4) permit requirements and programs defined within the MS4 permit.</p> <p>Four agencies hold MS4 permits in the study corridor: CDOT, the Grand Junction Drainage District, the City of Grand Junction, and Mesa County. The criteria developed for each of these permits will need to be reviewed prior to final design and construction. Because these permits may overlap geographically and in content, close coordination between the four agencies holding MS4 permits will be required to identify and implement the elements of the permits.</p> <p>In addition to MS4 control measures, the following specific BMPs from <i>CDOT's Erosion Control and Storm Water Quality Guide</i> will be applied during construction to reduce construction-related and/or long-term operation impacts to water resources and water quality as appropriate:</p> <ul style="list-style-type: none"> • All disturbed areas will be revegetated with native grass and forb species. Seed, mulch and mulch tackifier will be applied in phases throughout construction. • Where permanent seeding operations are not feasible due to seasonal constraints (e.g., summer and winter months), disturbed areas will have mulch and mulch tackifier applied to prevent erosion. • Erosion control blankets will be used on steep, newly seeded slopes to control erosion and to promote the establishment of vegetation. Slopes should be roughened at all times and concrete washout contained.



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Water Resources and Water Quality (continued)		<ul style="list-style-type: none"> • Temporary erosion control blankets will have flexible natural fibers. • Erosion bales, erosion logs, silt fence or other sediment control devices will be used as sediment barriers and filters adjacent to wetlands, surface waterways and at inlets where appropriate. • To minimize the loss of sand from the road surface during winter sanding operations, sediment catch basins will be included during construction and put in place permanently with continual maintenance. • Where appropriate, slope drains will be used to convey concentrated runoff from top to bottom of the disturbed slopes. Slope and cross-drain outlets will be constructed to trap sediment. • Storm drain inlet protection will be used where appropriate to trap sediment before it enters the cross-drain. • Check dams will be used where appropriate to slow the velocity of water through roadside ditches and in swales. • Work areas will be limited as much as possible to minimize construction impacts to vegetation. • Temporary detention ponds (during construction) will be used to allow sediment to settle out of runoff before it leaves the construction area. These ponds may be combined with permanent detention ponds. • Structural BMPs may include extended detention basins with sediment forebays, grass swales and grass buffers to retain sediment and roadway pollutants resulting from winter sanding, chemical deicing, and normal traffic operations. • Implement temporary and permanent BMPs for erosion control, sediment control, and drainageway protection as required by local and state permitting requirements. • Non-structural BMPs may include litter and debris control, and landscaping and vegetative practices. • Settling ponds for effluent from dewatering operations, if needed.



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Water Resources and Water Quality (continued)		<ul style="list-style-type: none"> • Water utilized for construction and/or irrigation will be derived through municipal sources. Therefore, allocations will not exceed the upper Colorado River Basin threshold. • If contaminated groundwater is encountered during the dewatering process, mechanisms will be in place to analyze groundwater for contaminants and effectively treat this groundwater pumped discharge, as necessary. Additional mitigation for hazardous materials is described in Section 3.17.3 of EA.
Floodplains	<p>Only minor encroachment (approximately 1.2 acres total) into existing floodplain area since the Preferred Alternative is mostly within existing alignment and grade. May improve overall drainage with improved culverts.</p>	<p>BMPs will be followed to reduce temporary and permanent impacts, if any. Specific BMPs to be used in the study corridor will not be determined until final design. Additional mitigation measures also include:</p> <ul style="list-style-type: none"> • Avoid excess application and introduction of chemicals into the aquatic ecosystem. Temporary fills will utilize fill that avoids an increase in suspended solids or pollution. • Construction staging areas will be located a distance of greater than 100 feet from adjacent stream/riparian area to avoid disturbance to existing vegetation, avoid point source discharges, and to prevent spills from entering the aquatic ecosystem (including concrete washout). • Erosion, sedimentation and revegetation techniques, as well as the use of standard erosion control measures, will be used to minimize impacts to the floodplain, streambanks and shoulders. All disturbed areas would be appropriately revegetated with native vegetation. • Adherence to City and CDOT hydraulic design criteria for major and minor storm drainage. • Coordination with City of Grand Junction, Mesa County and Federal Emergency Management Agency (FEMA) on any encroachment of the floodplain, and adherence to hydraulic design criteria. • Floodplain permits, including a floodplain development permit, Conditional Letter of Map Revision, and Letter of Map Revision will be acquired for floodplain encroachment.



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Floodplains (continued)		<ul style="list-style-type: none"> • During design of the Preferred Alternative, avoidance of longitudinal and significant encroachments into the floodplains will be considered. • Any changes in historical flow paths will be avoided. • Conformance of all hydraulic designs will adhere to all FEMA requirements of 23 CFR 650. • Culvert and channel improvements will be designated to convey 100-year flows, and will follow CDOT recommendations for the 50- to 100-year flood event capacity.
Wetlands	0.013 acre of wetlands are estimated to be permanently impacted (0.010 acre of impact is to a jurisdictional wetland).	<p>Section 404 permitting requirements have been discussed with the U.S. Army Corps of Engineers (USACE). Since total permanent impacts are approximately 0.013 acres, 0.010 acres of impacts to a jurisdictional wetland and 0.003 acres of impacts to a non-jurisdictional wetland, this project meets the conditions of nationwide permit #14 for linear transportation projects. The USACE has concurred with our findings in a letter dated February 8, 2008.</p> <p>CDOT requires that mitigation be implemented at a 1:1 ratio for all wetlands impacted by project activities regardless of their jurisdictional status. Three potential on-site mitigation opportunities exist within the study area including: widening and reconfiguration of the drainage ditch associated with Wetland 1, establishing shrub species at a Colorado Division of Wildlife (CDOW) - maintained pond, and potential extension of wetlands associated with the Ligrani Drain. Reconfiguration of Wetland 1 may be the preferred site as it would be a better functional in-kind replacement for impacts to Wetlands 3 and 4. The potential for mitigation at the CDOW pond or Ligrani Drain would require cooperation from either or both of these entities. It may also be necessary to establish any potential impacts to established water rights associated with these drainages. Potential mitigation sites are more fully discussed in the Wetland Finding in Appendix D of the EA.</p>



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Vegetation and Noxious Weeds	Impacts to an estimated 62 trees and small areas of roadside vegetation mostly within CDOT right-of-way. Due to urban nature of study corridor, there would be few opportunities for noxious weeds to establish.	<p>All CDOT revegetation BMPs and guidelines will be followed to ensure adequate revegetation of the study corridor. All disturbed areas will be seeded in phases throughout construction. Although specific BMPs to be used in the study corridor will not be determined until final design, mitigation measures will include:</p> <ul style="list-style-type: none"> • Minimize the amount of disturbance and limit the amount of time that disturbed areas are allowed to be non-vegetated. • Implement an Integrated Weed Management Plan for the project. • Avoid disturbance to existing trees, shrubs and vegetation, and areas with a minor weed cover to the maximum extent possible. • Implement temporary and permanent erosion control measures to limit erosion and soil loss. Erosion control blankets will be used on steep, newly seeded slopes to control erosion and to promote the establishment of vegetation. Slopes will be roughened at all times and concrete washout contained. • Tree removal should be conducted outside of the nesting season per the Migratory Bird Treaty Act. • Revegetate all disturbed areas with native grass and forb species. Seed, mulch, and mulch tackifier will be applied in phases throughout construction. • All removed trees, shrubs and vegetation will be replaced at a 1:1 ratio. <p>Replacement vegetation will be maintained by the City of Grand Junction through agreement and per Colorado Revised Statute 43-2-135 regarding division of authority over streets.</p> <p>Since soil disturbance with accompanying invasion by noxious weed species can be associated with highway construction, an Integrated Noxious Weed Management Plan in accordance with CDOT guidelines will be prepared during final design for review by CDOT. This plan will be incorporated into the project design and implemented during construction. Specific BMPs will be required during construction to reduce the potential for introduction and spread of noxious weed species and include:</p>



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Vegetation and Noxious Weeds (continued)		<ul style="list-style-type: none"> • Noxious weed surveys will be performed by a qualified weed specialist. • Mapping of noxious weeds will be included in the construction documents along with appropriate control methods. • Highway right-of-way areas will periodically be inspected by a weed specialist during construction and during post-construction weed monitoring for invasion of noxious weeds. • Weed management measures will include: removal of heavily infested topsoil, chemical treatment of lightly infested topsoil, limiting disturbance areas, phased seeding with native species throughout the project, monitoring during and after construction, other chemical and/or mechanical treatments. • Use of herbicides will include selection of appropriate herbicides and timing of herbicide spraying. • All areas disturbed by construction activities but not planned for ornamental landscaping will be revegetated with an appropriate certified weed-free native seed mix appropriate for soils. • Contractor will prevent the spread of noxious weeds that could be picked up by construction equipment. All equipment will be cleaned before off-loading at the project site. Project staging areas will be mowed and cleared of noxious weeds prior to construction. • Project design and construction engineer will coordinate with the Mesa County weed supervisor, local governing bodies, and landowners to assure proper noxious weed management activities. • Certified weed-free hay and/or mulch will be used in all revegetated areas. • Fertilizers will be allowed in ornamental landscape areas by project engineer approval, only. • Supplemental weed control measures may be added during design and construction planning. • The removal of vegetation will be scheduled to avoid the breeding season of birds from April 1 to August 31.



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Vegetation and Noxious Weeds (continued)		<ul style="list-style-type: none"> • Preventative Control Measures for project design and construction may include: <ul style="list-style-type: none"> - Native Plants: Use of native species in revegetation sites. - Weed Free Forage Act: Materials used for the project will be inspected and regulated under the Weed Free Forage Act, Title 35, Article 27.5, CRS. - Topsoil Management: When salvaging topsoil from on-site construction locations, the potential for spread of noxious weeds will be considered. Importing topsoil onto the project site shall not be allowed. - Equipment Management: Equipment will remain on designated roadways and stay out of weed-infested areas until the areas are treated. All equipment will be cleaned of all soil and vegetative plant parts prior to arriving on or leaving the project site.
Visual Quality	Potential to improve visual quality by unifying roadway elements and reducing existing visual confusion.	<p>Existing street lights and power poles impacted by proposed improvements will be replaced with fixtures that match the newer poles and luminaries on I-70B West. Design guidelines will be developed during the preliminary phase to create uniform landscape and architectural treatments throughout the study corridor.</p> <p>The addition of street landscaping and urban design amenities would help unify the motorist's view from the road, soften the increased width of roadway pavement, and reduce visual confusion. Overall, with this mitigation the visual quality of I-70B West would be improved.</p> <p>The removal of approximately 2 mature shade trees adjacent to Whitman Park within CDOT right-of-way would not cause a significant change in the visual quality of this park since there are over 140 trees within the park. The trees that would require removal are within CDOT right-of-way located at the northwest and southwest corners of the park. During conceptual design, all effort was made to avoid impact to trees. Where tree removal is unavoidable, trees will be replaced with similar species in coordination with the City of Grand Junction.</p>



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Historic Preservation	Would require acquisition of less than 100 square feet of land from the northwest and southwest corners of Whitman Park - a reduction of less than 0.1 percent of the total property. There is no adverse effect on Whitman Park. Temporary increases in noise and dust during construction.	Because a no adverse effect finding for Whitman Park was determined with State Historic Preservation Officer concurrence, no mitigation is necessary. Construction noise impacts, while temporary, will be mitigated by requiring the contractor to use well-maintained equipment (particularly mufflers) to the extent feasible. If buried archaeological remains are exposed during any phase of construction, the CDOT Senior Staff Archaeologist will be contacted to evaluate the discovery and facilitate all appropriate inter-agency coordination prior to the resumption of work. (See Appendix E, of EA, combined Section 4(f) Programmatic Evaluation and Finding of <i>DeMinimis</i> Impacts for Whitman Park).
Parks and Recreation	Minor impacts to Whitman Park (less than 100 square feet). This represents less than 0.1 percent of the total park area.	Since CDOT and FHWA have determined that the minor impacts to Whitman Park on this project meet the criteria and conditions for use of the nationwide programmatic involvements with public, parks, recreation lands, and wildlife and waterfowl refuges, no mitigation is required. (See Appendix E, of EA, combined Section 4(f) Programmatic Evaluation and Finding of <i>DeMinimis</i> Impacts for Whitman Park).
Hazardous Materials	Potential impacts to four gas stations and one former fuel storage facility. Routine possibilities of discovering asbestos utility pipes and uranium mill tailings during construction.	<p>The potential risks associated with hazardous material on construction projects are carefully considered. For instance, Section 250 “Environmental Health and Safety Management” of the <i>Standard Specifications for Road and Bridge Construction</i> (CDOT, 2005) provides for the protection of the environment, persons and property from contaminants and includes special requirements for addressing hazardous material, if encountered.</p> <p>Construction on the project is expected to include pavement removal, re-paving and minor utility relocation and, as a result, encountering hazardous material in soils and groundwater is not anticipated. However, there are documented Underground Storage Tanks (USTs), Leaking Underground Storage Tanks (LUSTs) and other recognized environmental conditions at locations along the study corridor. Precautions will be taken by construction personnel to monitor excavations for the possible presence of volatile</p>



Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Hazardous Materials (continued)		<p>organic compounds during any excavation that extends below the base of pavement in areas adjacent to listed UST and LUST sites. Construction personnel will also be trained to look for and recognize asbestos containing materials in soil.</p> <p>Construction debris or asbestos utility lines will be inspected by appropriate professionals and dealt with in accordance with Colorado Department of Public Health and Environment (CDPHE) regulations pertaining to asbestos waste management (6CCR 1007-2, Part 1, Section 5).</p> <p>Prior to excavation or removal of pavement on the project, research will be conducted to determine the location of mill tailings beneath downtown Grand Junction streets. The CDPHE Grand Junction office maintains records of uranium mill tailings activities associated with the cleaning of the old Climax Mill site.</p> <p>Monitoring for uranium radiation will be conducted in areas where mill tailings are suspected to be present. If mill tailings are encountered during construction of the project they will be handled in accordance with CDPHE and City of Grand Junction regulations for handling, transportation and disposal of uranium mill tailings.</p>
Construction	Temporary delays, lane closures, detour routes, reduced speed limits, temporary access changes, dust, and noise likely during construction.	<p>Mitigation for direct impacts includes implementation of some or all of the following measures during construction:</p> <ul style="list-style-type: none"> • Develop traffic management plans. • Keep as many lanes open as possible during peak travel times by temporarily shifting these lanes within the existing framework of the roadway. • Coordinate detour routes to avoid overloading local streets with detour traffic, where possible. • Maintain access to local businesses/residences. • Coordinate with emergency service providers to minimize delays and ensure access to properties. • Use signage, television, and radio announcements to announce and advertise timing of road closures. • Use noise blankets on equipment.

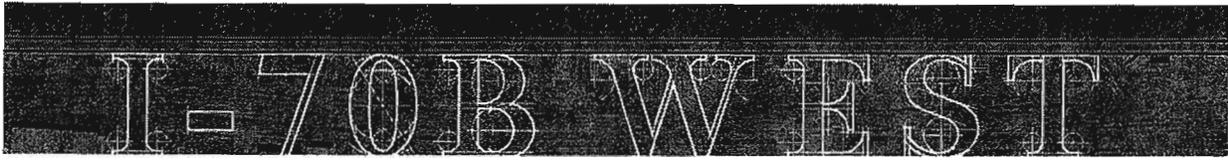


Summary of Impacts and Mitigation Measures (Continued)

Resource	Impacts	Mitigation Measures
Construction (continued)		<ul style="list-style-type: none"> • Reroute truck traffic away from residential areas as much as possible. • Combine noisy operations to occur during the same period. • Conduct high-noise construction activities during daytime hours where possible. • Suppress dust through watering or dust palliative. • Implement temporary and permanent BMPs for erosion control, sediment control, and drainageway protection as required by local and state permitting requirements. • Provide construction fencing to protect pedestrians and bicyclists from construction areas. • Use signage to direct pedestrians and bicyclists to temporary sidewalk and trail detours. • Idling times for construction equipment will be monitored to prevent exhaust emissions. • Low-sulfur fuels will be required for diesel construction equipment. • Low emissions equipment and clean engine technologies for diesel construction equipment will be evaluated prior to construction. <p>In addition, CDOT will require the contractor to provide public information services, such as: road closure notices, time frame of construction, etc.</p>
Cumulative Effects	Continued change in land use along I-70B. The Preferred Alternative does not result in effects that would cause an unacceptable level of change within the community. Consistent with the community's vision for the future as identified in land use plans.	No mitigation measures are necessary.



Appendix B: Public Comments



Public Hearing
Tuesday, April 8, 2008
5:00 p.m. to 7:00 p.m.

Two Rivers Convention Center
159 Main Street
Grand Junction

COMMENT FORM

Please provide any comments you have about the Environmental Assessment, impacts to Whitman Park, or anything else related to the project:

The new plan for 2489 Hwy 6450 will make the existing manufacturing Home Sales very difficult for frontage displaying & access.

The frontage visability is extremely important for this kind of business.

Please provide your contact information to be notified of future project events:

Name:

Kathy D Jenkins

Address:

2327 HRD Crd Lot A 81005

E-mail:

KJENKINS1@GAMMA.COM

Please use the back of this comment form for additional comments.

1 COMMENT 1: (Max Vaughn, 3087 B 1/2 Rd.) I'm
2 one of the property owners at the Cottonwood Mall, which is
3 at I think 2493 6 & 50 West. My concern and my tenant's
4 concern and the concern of the people that I've talked to in
5 the Cottonwood Mall is semi-truck access to the Cottonwood
6 Mall off of 6 & 50.

7 So we -- our concern is there's a driveway
8 west of there, immediately west of the Cottonwood Mall, and
9 we want to make sure in this design that that thing will
10 accommodate semis.

11 I think that pretty much is it. I'm not sure
12 on this final design, but anyhow, the alleyways behind both
13 sides of the Cottonwood Mall are really narrow and have
14 sharp right-angle turns at the north end.

15 So, you know, anybody that has to get out of
16 there is not going to be able to go out of there with a
17 semi. And it's important this thing is accessible off of
18 the highway.

19 I think that pretty much says it. That's our
20 only major concern. I'm not speaking for everybody in the
21 building, but the people I've talked to that get a lot of
22 freight, and there is a lot of freight in and out of the
23 mall, and a lot comes by tractor trailer. I think that's
24 it.

25

1 COMMENT 2: (Lois Renfrow, 521 N. 19th St.)

2 I represent my neighborhood as well. Main
3 concern: 1st and Grand, and how to get to the mall. And
4 that means whether using Grand Avenue, going out I-70, or
5 going North Avenue and 70, or going, like a lot of us go,
6 down Gunnison up 1st Street to Patterson.

7 Right now, that's a horrible mess. We don't
8 go to the mall.

9 And we are not seeing -- I don't see in any,
10 from what this is looking like, that they're doing anything
11 different for that.

12 The Grand Avenue and 1st intersection makes
13 some little turns in a direction that, to me, don't make
14 sense. And this, I believe, isn't common sense. And so
15 this is where there needs to be more improvements on how
16 they have turns off of 24 1/4 Road into the mall, and things
17 like that. Because you make a left turn and so on. I think
18 that's it.

19

20

21 COMMENT 3: (Tom Gunter, 2460 Hwy 6 & 50) we
22 got no notice of this meeting. The only way we found out is
23 actually through a customer came in that's affected by it.
24 That's the only way we knew about it. In the past, they'd
25 always been good about sending notices out, so I think

1 that's why there's nobody here. Should say "timely" notice.
2 somebody said they saw it in the paper last night.

3 People have things they need to plan.

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Appendix C: Public Involvement

NOTICE OF AVAILABILITY

I-70B WEST

Environmental Assessment Available for Public Review and Comment

The City of Grand Junction and Mesa County are jointly planning improvements to I-70B between 24 Road to 15th Street. The project intends to improve traffic conditions along with providing improved and continuous bicycle and pedestrian facilities, as well as bus stops on I-70B.

As part of the planning process, a 30-day comment period is scheduled to provide the public an opportunity to review and comment on the Environmental Assessment (EA) and the Preferred Alternative. The review period will begin on March 24, 2008 and conclude on April 23, 2008. Comments on the EA must be received by the end of the 30-day comment period and may be submitted to:

Shonna Sam
707 17th St., Suite 2300
Denver, CO 80202
Fax: 303.820.2401
Email: Shonna.Sam@c-b.com

During the comment period, the EA will be available for review on the project Web site (www.dot.state.co.us/I70BWest/).

PUBLIC HEARING

Tuesday, April 8
5:00 p.m. - 7:00 p.m.
Two Rivers Convention Center in
Grand Junction
159 Main St.

Verbal and written comments will be taken at the hearing.

If anyone requires special ADA accommodations to participate in the hearing they may call Shonna Sam at (303) 223-5831, or the TDD number for the hearing impaired at 1-800-659-3656.

Para informacion en Español llamen a Brann Greager al numero (720) 359-3046.

The EA document will be available to review during normal working hours at the following locations:

Mesa County Library Main Branch
530 Grand Avenue
Grand Junction, CO 81501

Grand Junction City Hall
Public Works Department
250 N. Fifth Street
Grand Junction, CO 81501

CDOT Region 3
222 S. Sixth Street, Room 317
Grand Junction, CO 81501

CDOT Region 3 Residency
606 South 9th Street
Grand Junction, CO 81501

CDOT Environmental Programs Branch Denver
4201 E. Arkansas
Shumate Building
Denver, CO 80222

FHWA Colorado Division
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

NOTICE OF AVAILABILITY

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Postcard (front and back) sent to I-70B mailing
list (adjacent and nearby landowners).

3/28/08

I-70B WEST

Environmental Assessment Available for Public Review and Comment

The I-70B Environmental Assessment (EA) is now available for public review. Copies of the EA will be available for review during a 30-day public comment period ending on April 23, 2008. Comments on the EA must be received by the end of the 30-day comment period and may be submitted to **Shonna Sam, 707 17th St. Suite 2300, Denver, CO 80202. Fax: 303.820.2401. Email: shonna.sam@c-b.com.** The EA is available for public review on the project Web site (www.dot.state.co.us/I70BWest/) or at the following locations during business hours:

Mesa County Library Main Branch
530 Grand Avenue
Grand Junction, CO 81501

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Denver, CO 80222

FHWA Colorado Division
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Lakewood, CO 80228

See other side for Public Hearing details.

Para informacion en Español llamen a Brann Greager al numero (720) 359-3046.

Jacobs Carter Burgess
707 17th. St., Suite 2300
Denver, CO 80202

Attn: Shonna Sam

Public Hearing Tuesday, April 8, 2008

5:00 p.m. to 7:00 p.m.

Two Rivers Convention Center
159 Main Street, Grand Junction CO
*Public comments will be taken
at the hearing.*

For special ADA accommodations call Shonna Sam at (303) 223-5831, or the TDD number for the hearing impaired at 1-800-659-3656.

News From
**The Colorado Department
of Transportation**



Date: March 26, 2008

**Contact: Craig Snyder, CDOT Resident Engineer, (970) 683-6351
Nancy Shanks, CDOT Public Relations, (970) 385-1428**

I-70B West Environmental Assessment Available for Public Review and Comment

Grand Junction – The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) in conjunction with the City of Grand Junction and Mesa County have completed an Environmental Assessment (EA) for roadway improvements along I-70B between 24 Road and 15th Street in Grand Junction.

The project intends to improve traffic conditions, provide improved and continuous bicycle and pedestrian facilities, and improve transit connections along I-70B. As part of the planning process, a 30-day comment period has begun in order to provide the public an opportunity to review and comment on the EA and the identified Preferred Alternative. The review and comment period will conclude on April 23, 2008.

Comments must be received by the end of the 30-day comment period and may be submitted to:

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Denver, CO 80202

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During the comment period, the EA will be available for review on the project Web site (www.dot.state.co.us/I70BWest/), or during normal working hours at the following locations:

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A Public Hearing on the EA will be held on Tuesday, April 8 from 5:00 p.m. - 7:00 p.m. at the Two Rivers Convention Center, 159 Main Street in Grand Junction. The hearing will be in an open house format where project information will be displayed and project staff on hand to answer questions. Verbal and written comments will be taken at the hearing as well.

For additional information about the open house or to request special accommodations to participate, please contact Shonna Sam at 1-877-820-5240 ext. 5831. For the hearing impaired, call the TDD number at 1-800-659-3656.

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“Taking Care To Get You There”

NOTICE OF AVAILABILITY

I-70B WEST

REMINDER

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