

Potential Hazardous Waste Sites Technical Report

**State Highway 82 / Entrance to Aspen
Environmental Reevaluation**

February 20, 2007

**Colorado Department of Transportation, Region 3
and
Federal Highway Administration, Colorado Division**

**Prepared by:
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1.0 Affected Environment

This report provides a reevaluation of potential hazardous waste sites presented in the 1997 State Highway 82 Entrance to Aspen Final Environmental Impact Statement (FEIS, pages IV-73, V-55 and VI-6) for the Preferred Alternative selected in the Record of Decision (ROD) issued in August 1998.

1.1 Methodology

Telephone interviews regarding potential hazardous waste sites were conducted with the following individuals:

- Jannette Murison – City of Aspen Environmental Health
- Tom Rubel – City of Aspen Parks Department Maintenance Manager
- Jim Elwood – Pitkin County Airport

The Environmental Protection Agency’s (EPA) “Enviromapper” website was reviewed to confirm the presence of potential hazardous waste sites identified in the 1997 FEIS (EPA, 2006). The Colorado Department of Labor and Employment (CDLE) Oil and Public Safety (OPS) website also was searched for potential hazardous waste sites in the project area.

1.2 Regulatory Overview

There has been one addition to applicable regulatory requirements for hazardous materials since publication of the 1997 FEIS and 1998 ROD. On February 15, 2006, the Colorado Department of Public Health and Environment (CDPHE) amended 6 CCR 1007-2, Part 1, Section 5 (State Board of Health Regulations Pertaining to Solid Waste Sites and Facilities, Section 5 – Asbestos Waste Management). The amended regulations address management of asbestos-contaminated soils (Section 5.5), and include provisions for asbestos surveys to be conducted prior to work where demolition and soil disturbance will occur in areas where asbestos may be encountered.

1.3 Description of the Existing Condition

Potential hazardous waste sites in the project area are the same as those listed on page IV-76 of the 1997 FEIS with one exception. One site, Dooger Diggings, was referenced in the FEIS as a potential hazardous waste site. The City of Aspen employees contacted during the Reevaluation were not aware of the existence of this site or business (Murison, 2006 and Rubel, 2006). The site was not identified in the EPA “Enviromapper” website (EPA, 2006).

The FEIS listed two underground storage tanks (UST) on page IV-76 that are associated with the Pitkin County Airport. One UST was identified at the Pitkin County Airport and one UST at the Aspen Airport

Business Center. Jim Elwood, Pitkin County Airport Manager, stated that there are currently no USTs located on airport property (Elwood, 2006).

Mr. Elwood also stated that there has been remediation on a former UST site on airport property. He was not familiar with the details of the remediation, but was aware that the airport has been monitoring the groundwater for the last few years. Mr. Elwood stated that he was not sure if the site was considered “closed” by the Colorado Department of Public Health and Environment (CDPHE). Mr. Elwood said that all water sample results were below the CDPHE limits for petroleum sites (Elwood, 2006). A search of the Colorado Department of Labor and Employment (CDLE) Oil and Public Safety (OPS) website showed that the Airport Auto Center Conoco, located at 121 Airport Business Center is listed as “open” by the CDLE OPS (CDLE, 2006). This site would not be affected by any future construction of the Preferred Alternative.

Two components of the Preferred Alternative have been constructed since the publication of the FEIS and ROD: (1) Owl Creek Road and West Buttermilk Road have been relocated to create a new, signalized intersection with State Highway 82 near the Buttermilk Ski Area; and (2) the roundabout at the Maroon Creek Road intersection has been completed.

In addition, the Maroon Creek Bridge Replacement Project is currently under construction, scheduled for completion by spring of 2008. This project is being constructed as a bridge replacement without any increase in roadway capacity. However, it will accommodate the Entrance to Aspen Preferred Alternative in the future by removing the center median and re-striping for two general-purpose lanes and two exclusive bus lanes (see the Introduction to the Technical Report Volume for more detail).

The intersection of Truscott Drive and State Highway 82 was completed in 2001. While this intersection is not part of the Entrance to Aspen Project, its configuration accommodates the alignment for the east approach to the Maroon Creek Bridge Replacement Project.

A transportation easement across the Marolt-Thomas Open Space was conveyed from the City of Aspen to CDOT in August of 2002, as part of land exchange and mitigation agreements between CDOT and the City of Aspen and Pitkin County. (Refer to Appendix A and B in the 1998 Record of Decision for details of the open space conveyance agreements and mitigation commitments.)

2.0 Environmental Consequences

2.1 Methodology

Information gathered through interviews with the individuals listed in Section 1.2 and the results of the “Enviromapper” website search were compared against the potential hazardous waste sites listed in the 1997 FEIS that are likely to impact or be impacted by the project.

2.2 Preferred Alternative

None of the potential hazardous waste sites that may impact the project have changed. Based on existing hazardous waste sites information in the study area, there is no evidence of any adverse effect on or from these sites as a result of the previous intersection or roundabout construction. The current construction of the Maroon Creek Bridge is being done using Best Management Practices (BMPs). There have been no hazardous material spills related to construction of any of the Preferred Alternative components to date.

3.0 Mitigation Measures

Mitigation measures described in the 1997 FEIS have been implemented for components for the Preferred Alternative already constructed or currently under construction. These measures also would be implemented during construction of future components of the Preferred Alternative. The measures are considered adequate to avoid or minimize potential impacts related to hazardous materials sites in the project area. A summary of impacts and mitigation measures is provided in the following section.

4.0 Summary of Impacts and Mitigation

Impacts are summarized below in Table 4-1 as identified in both the FEIS and this reevaluation. Mitigation measures listed in the table are those from the 1998 ROD. In addition, based on amended state regulations regarding management of asbestos-contaminated soils (See Section 1.2), a mitigation measure has been added requiring that the potential for encountering asbestos be assessed prior to construction, with pre-construction surveys to be conducted in areas of concern.

**Table 4-1
Summary of Impacts and Mitigation Measures**

Topic	FEIS Impact	Reevaluation Impacts	Mitigation Measures
Hazardous Waste Sites	No impacts identified	No change	<p>If a potentially contaminated site cannot be avoided, a detailed site investigation will be conducted. Necessary clean up plans will be coordinated with appropriate agencies and landowners.</p> <p>Include environmental specifications in bid packages as necessary</p> <p>Right-of-way acquisition at the Aspen/Pitkin County Airport will require UST closure and remediation, if needed.</p> <p>Right-of-way acquisition at the Holden Smelting and Milling Complex will require further soil investigations, if necessary.</p> <p>Any newly identified sites or spills during construction will be investigated and mitigated as necessary.</p>
Asbestos-Contaminated Soil	Not addressed in FEIS	No known impacts; mitigation has been added (right-hand column) to address new requirements enacted since FEIS/ROD.	In accordance with 6 CCR 1007-2, Part 1, Section 5, (amended 2/25/2006), construction areas will be assessed prior to soil disturbance for potential for containing asbestos-contaminated soils. Particularly in areas where asbestos-wrapped utilities may be disturbed, or where demolition will occur, the need for pre-construction asbestos surveys will be determined in coordination with the CDPHE.

5.0 Agency Coordination

The following entities were contacted for information included in this reevaluation:

- City of Aspen Environmental Health Department
- City of Aspen Parks Department

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- Pitkin County Airport

All agency and organizational contacts, as well as other data sources, are included in Section 6.0, References.

6.0 References

CDLE OPS (Colorado Department of Labor and Employment Oil and Public Safety). 2006. Colorado Storage Tank Information System (COSTIS) website. <http://costis.cdle.state.co.us> Site accessed on October 2, 2006.

Elwood 2006. Personal communication between Jim Elwood (Pitkin County Airport Manager) and Kristine MacKinnon on July 5, 2006 regarding the underground storage tank at the Pitkin County Airport

EPA (Environmental Protection Agency) 2006. Enviromapper. <http://www.epa.gov/enviro/html/em/index.html> Site accessed July 3, 2006.

Murison 2006. Personal communication between Jannette Murison (Senior Environmental Health Specialist, City of Aspen Environmental Health) on June 30, 2006 regarding of the status potential hazardous waste sites within the project area located within the Aspen city limits.

Rubel 2006. Personal communication between Tom Rubel (City of Aspen Parks Department Maintenance Manager) and Kristine MacKinnon on June 30, 2006 regarding information on the following sites: Aspen city shop, Dooger Diggings and the Holden Smelting and Milling Complex.

7.0 List of Preparers

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