

FINDING OF NO SIGNIFICANT IMPACT

US 50 WEST

Wills Blvd to McCulloch Blvd (Milepost 313 to Milepost 307)

Pueblo, Colorado

Project Number: STA 0503-088 (Project Code: 20448)

Lead Agencies

Federal Highway Administration



Colorado Department of Transportation



August 2016

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FHWA has determined that the Proposed Action described in the Environmental Assessment (EA) will have no significant impact on the human or natural environment. This FONSI is based on the EA and the proposed mitigation that has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impact 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.

Submitted by:



Karen Rowe, P.E.
Region 2 Transportation Director
Colorado Department of Transportation

Aug. 9, 2016
Date

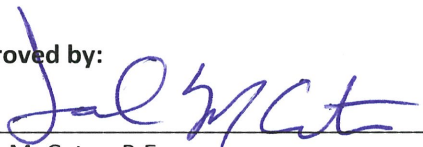
Concurred by:



Joshua Laipply, P.E.
Chief Engineer
Colorado Department of Transportation

8/15/2016
Date

Approved by:



John M. Cater, P.E.
Division Administrator, Colorado Division
Federal Highway Administration

8/17/2016
Date

A Federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(l), 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 will be barred unless such claims are filed within 150 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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WHAT IS THE PROPOSED ACTION?

The Proposed Action involves widening 3.4 miles of westbound US 50 from two lanes to three lanes, to include a third westbound lane from Wills Boulevard (Blvd) (Milepost 313.15) to Purcell Blvd (Milepost 309.78), and widening 2.4 miles of both westbound and eastbound US 50 from two lanes to three lanes in both directions from Purcell Blvd (Milepost 309.78) to McCulloch Blvd (Milepost 307.34). Grade-separated interchanges will be established at Pueblo Blvd and at Purcell Blvd. The Proposed Action from Wills Blvd to McCulloch Blvd, in combination with the eastbound improvements under construction from Purcell Blvd to Wills Blvd, will establish a six lane facility, with three eastbound and three westbound lanes, for 5.8 miles of US 50, consistent with the *US 50 West Planning and Environmental Linkages Study (PEL) Implementation Plan* (CDOT, 2012b).

The Colorado Department of Transportation (CDOT) is proposing the following transportation improvements between Wills Blvd and McCulloch Blvd:

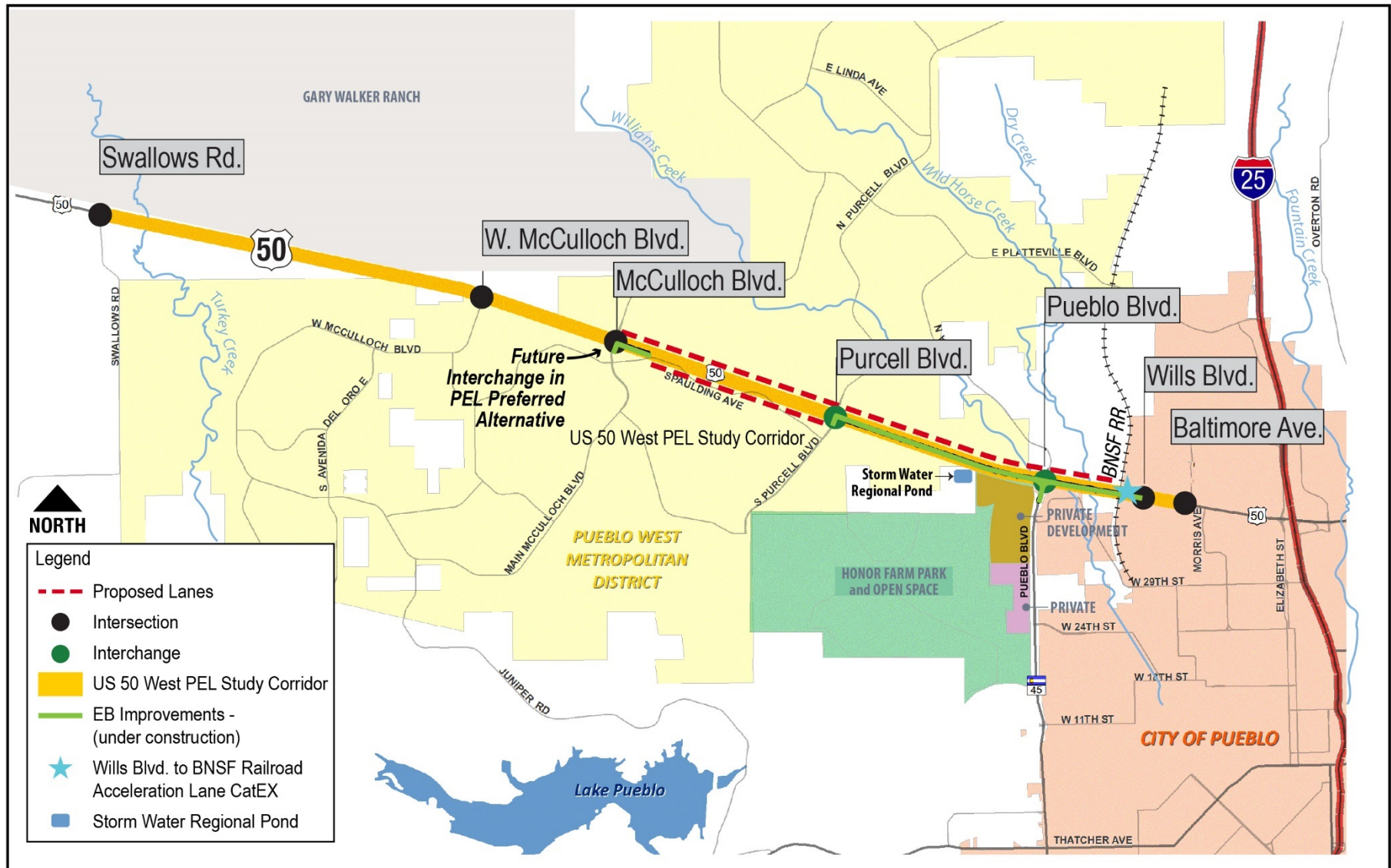
- **Wills Blvd Intersection to BNSF Railroad Bridge (Milepost 313.15 to Milepost 312.87)** – A third westbound lane will be established by restriping the Wills Blvd to BNSF acceleration lane (*US 50 West Wills Blvd. to BNSF Acceleration Lane Categorical Exclusion*; CDOT 2015), and extending the westbound lane through the BNSF railroad bridge underpass to Pueblo Blvd. The slope paving at the BNSF underpass will be modified to accommodate the additional westbound through lane. With the completion of the eastbound third lane in 2016, the Proposed Action will complete the improvements identified in the *US 50 West PEL Implementation Plan* (CDOT, 2012b) for the Wills Blvd intersection. US 50 at Wills Blvd will remain an at-grade signalized intersection, with three through eastbound and westbound lanes and dedicated left turn and right turn lanes in each direction.
- **BNSF Railroad Bridge through Pueblo Blvd Intersection (Milepost 312.87 to Milepost 312.65)** – The westbound lanes of US 50 in the vicinity of Pueblo Blvd will be realigned to be parallel to the eastbound lanes from Milepost 311.45 to Milepost 312.65, and the existing westbound bridge over Wild Horse Dry Creek will be replaced. A grade-separated interchange will be established, with Pueblo Blvd crossing over US 50. The Williams Creek concrete box culvert (CBC) under the eastbound US 50 lanes will be extended 160 ft. to accommodate the realigned westbound lanes, including the westbound third-lane widening. Pueblo Blvd will be widened to accommodate two additional left turn lanes onto westbound US 50 via a right-side exit ramp. The existing westbound US 50 lanes will be retained and modified to provide access from US 50 onto southbound Pueblo Blvd. The *US 50 West PEL Implementation Plan* (CDOT, 2012b) identifies the Proposed Action at US 50 at Pueblo Blvd to be implemented as phased improvements over time. The Proposed Action will implement a diamond-type interchange at Pueblo Blvd. The PEL recommends a Diverging Diamond Interchange configuration, which will be implemented at some time in the future when the Pueblo Blvd Extension is developed as an expressway between US 50 and I-25 (CDOT, 2012a).

- **Pueblo Blvd to Purcell Blvd Intersection (Milepost 312.65 to Milepost 309.78)** – The westbound third lane will extend from Pueblo Blvd to Purcell Blvd, and a full six-lane grade-separated interchange will be developed, with US 50 crossing over Purcell Blvd. The Proposed Action will maintain business access from Purcell Blvd at each quadrant of the interchange. A CBC under Purcell Blvd will be extended to accommodate a future pedestrian/bicycle trail, as well as future widening of Purcell Blvd. The Proposed Action will complete the US 50 improvements identified in the *US 50 West PEL Implementation Plan* (CDOT, 2012b) and accommodate future widening of Purcell Blvd. In addition, an eastbound acceleration lane will be added to the intersection improvements.
- **Purcell Blvd to McCulloch Blvd (Milepost 309.78 to Milepost 307.34)** – The Proposed Action will include a third westbound lane extending from Purcell Blvd and terminating at a right turn onto northbound McCulloch Blvd; and a third eastbound lane extending from the newly established northbound right turn from McCulloch Blvd and terminating at Purcell Blvd. The ultimate configuration for US 50 and McCulloch Blvd, although not part of this EA, is a grade-separated interchange as identified in the *US 50 West PEL Implementation Plan* (CDOT, 2012b).
- **Pedestrian/Bicycle Path** – The Proposed Action will accommodate a future pedestrian/bicycle path within CDOT right-of-way (ROW) along the south side of US 50 from Wills Blvd to Pueblo Blvd, which is an element of the PEL recommended Preferred Alternative (CDOT, 2012a).

The Proposed Action will include water quality improvements and a regional pond. Stormwater runoff for the westbound lane widening and interchange improvements between Wills Blvd and Pueblo Blvd (Milepost 313.15 to Milepost 311.5) will be directed to the two extended detention basins under construction on the east and west sides of Wild Horse Dry Creek. Stormwater runoff for the westbound and eastbound lane widening between Pueblo Blvd and McCulloch Blvd (Milepost 311.5 to Milepost 307.34) will be directed to a proposed regional pond site west of Pueblo Blvd and south of US 50. The sections of US 50 to be constructed within the existing CDOT ROW will include grass-lined swales adjacent to the roadway and within Pueblo West Metropolitan District multiple-use easements adjacent to the ROW.

Figure 1 shows the Proposed Action within the PEL Study Corridor.

Figure 1. Proposed Action and PEL Study Corridor



WHAT HAS BEEN DONE SINCE THE ENVIRONMENTAL ASSESSMENT (EA) WAS PUBLISHED?

The EA was made available for a 30-day public and agency review period following signature of the EA by the Federal Highway Administration (FHWA) and CDOT on April 21, 2016. The EA was available for review and comment from May 9 to June 7, 2016. A public meeting (open house format) was held at the Pueblo West Public Library (298 S Joe Martinez Blvd) on May 31, 2016, from 5:00 p.m. to 7:00 p.m. The public meeting exhibits provided an overview of the Proposed Action in context to the *US 50 West PEL Study* (CDOT, 2012a), purpose and need, traffic and safety studies, design details, environmental impacts, and noise analyses. Copies of the EA and appendices were made available to the public, in addition to comment forms. **Appendix B** includes documentation related to notification of EA availability and of the public meeting.

The EA review and the public meeting were advertised in the following ways:

- CDOT project website: www.cdot.gov/library/studies/us50ea.
- Newspaper ads published in the *Pueblo Chieftain* (May 6, May 13, May 20, and May 26, 2016) and in the *Pueblo West View* (May 12 and May 26, 2016)
- Postcards mailed on May 3, 2016, to 203 residential and business property owners in the neighborhoods surrounding US 50, falling within the project area, announcing the availability of the EA and inviting them to the public meeting.

Nine residents of Pueblo West Metropolitan District attended the public meeting.

The EA was available for public review at the public meeting on the CDOT website (www.cdot.gov/library/studies/us50ea) and at the following locations:

- CDOT Region 2 Office – 905 Erie Ave, Pueblo
- CDOT Region 2 North Office – 1480 Quail Lake Loop, Colorado Springs
- CDOT Headquarters Library – 4201 East Arkansas Ave, Shumate Building, Denver
- FHWA Colorado Division Office – 12300 West Dakota Ave, #180, Lakewood
- Pueblo Library – Barkman Branch, 1300 Jerry Murphy Road, Pueblo
- Pueblo Library – Lamb Branch, 2525 S Pueblo Blvd, Pueblo
- Pueblo Library – Pueblo West Branch, 298 S Joe Martinez Blvd, Pueblo West Metropolitan District
- Pueblo Library – Rawlings Branch, 100 E. Abriendo Ave, Pueblo

The EA was distributed to the following agencies for review:

- City of Pueblo
- Colorado Parks and Wildlife (CPW)
- Kiowa Tribe of Oklahoma
- Pueblo County
- Pueblo West Metropolitan District (PWMD)
- US Army Corps of Engineers (USACE)
- US Department of Interior Fish and Wildlife Service (USFWS)
- US Environmental Protection Agency (USEPA)

Written comments were accepted in the following ways:

- At the public meeting on May 31, 2016
- On the CDOT project website, which included a web map for providing comments geographically (www.cdot.gov/library/studies/us50ea)
- Mail to CDOT Region 2 Office
- Facsimile to CDOT Region 2 Office

WHAT CHANGES HAVE BEEN MADE TO THE EA?

No changes have been made to the EA.

WHAT COMMENTS WERE RECEIVED ON THE EA?

CDOT received comments from a resident of Pueblo West Metropolitan District on May 17 and June 2, 2016. **Table 1** provides responses to comments received during the EA public review. No other written comments were received from the public or agencies during the 30-day public comment period.

Table 1. Public and Agency Comments Received and Responses to Comments

	Comments	Responses
<p>Pueblo West Metropolitan District Resident, May 17, 2016</p>	<p>A. Regarding overpasses on US 50, CDOT evaluated a full range of alternatives, including several interchange concepts, in developing the Recommended Preferred Alternative for the US 50 West PEL Study (CDOT, 2012a) between Swallows Rd and Baltimore Ave. The City of Pueblo, Pueblo County, Pueblo West Metropolitan District, and Pueblo Area Council of Governments (PACOG) participated on the PEL Technical Advisory Team; and the public participated in a series of community work sessions. CDOT is implementing the PEL Preferred Alternative in a cost effective manner as funding becomes available. The proposed grade-separated interchanges at Pueblo Blvd and Purcell Blvd and the proposed capacity improvements included in this EA are elements of the US 50 West PEL Implementation Plan (CDOT, 2012b) to improve safety, increase mobility, and relieve traffic congestion. The proposed project is not related to vehicle registration fees.</p>	
<p>A. Direct to ↓ from PW residents / can't see write Laurel Phillips, CDOT Reg 2, Pueblo, 17 May 2016 On your US50 "EA", by calling you I learned scope & limits of asking public comment. Seems broad enuf to encompass my short comments here (unordered): I have asked for 25+ yrs for overpasses on US50 from PuebloWest to I25, cheapest best in long-term. Instead much \$ was spent that will be respent. Road projects are priced now 20 to 100 times more than same in 1960s, way beyond inflation. We drive now only local & only 2000 miles/yr, yet are forced to pay triple road fees on registrations for 3 small cars. (unfair) Yellow & green & arrow times at some signals on US50 are too short to let more than 3 or 4 of waiting cars thru (at Purcell, Eliz, & Dillon esp). Min speed limit was put on US50 between Purcell & Hwy45 10 yrs ago, which made people drive faster (proven), instead of 60s they go mostly 80s now (incl in your work zones). Hwy 45 should be extended to I25. Purcell is NOT good "bypass"; wrong design & Big trucks & all try go 70+ past houses. Closed frontage at EDen makes new big problems; need frontage roads along I25 CONTINUOUS. Speed limit thru PW to I25 should be 60 down to 40 mph & enforced; most drive 70 to 90 & reckless. Steep hill down to Hwy 45 is very wasteful of fuel to stop, =pollution. Warning light comes on too late too far from signal. Very very rough road at new bridge near Hwy 45, bad for cars, & drivers going 70+ there, reckless. More lanes on US50 H. cant fix what overpasses will ever. Run & create ad for your meeting</p>		

Table 1. Public and Agency Comments Received and Responses to Comments (Continued)

Comments	Responses
<p>Pueblo West Metropolitan District Resident, May 17, 2016 (Comment Repeated for Reference)</p>	
<p><i>Direct to ↓ from PW residents / can't see write</i></p> <p>Laurel Phillips, CDOT Reg 2, Pueblo, 17 May 2016</p> <p>On your US50 "EA", by calling you i learned scope & limits of asking public comment. Seems broad enuf to encompass my short comments here (unordered):</p> <p>A. I have asked for 25+ yrs for overpasses on US50 from PuebloWest to I25, cheapest best in long-term. Instead much \$ was spent that will be respent. Road projects are priced now 20 to 100 times more than same in 1960s, way beyond inflation. We drive now only local & only 2000 miles/yr, yet are forced to pay triple road fees on registrations for 3 small cars. (unfair) Yellow & green & arrow times at some signals on US50 are too short to let more than 3 or 4 of waiting cars thru (at Purcell, Eliz, & Dillon esp). Min speed limit was put on US50 between Purcell & Hwy45 10 yrs ago, which made people drive faster (proven), instead of 60s they go mostly 80s now (incl in your work zones). Hwy 45 should be extended to I25. Purcell is NOT good "bypass"; wrong design & Big trucks & all try go 70+ past houses. noise too</p> <p>B. Closed frontage at EDen makes new big problems; need frontage roads along I25 CONTINUOUS. Speed limit thru PW to I25 should be 60 down to 40 mph & enforced; most drive 70 to 90 & reckless. Steep hill down to Hwy 45 is very wasteful of fuel to stop, =pollution. Warning light comes on too late too far from signal. Very very rough road at new bridge near Hwy 45, bad for cars, & drivers going 70+ there, reckless. More lanes on US50</p> <p>C. cant fix what overpasses will ever. Run & tear ad for your meeting</p>	<p>B. The proposed intersection improvements in this EA at McCulloch Blvd, Purcell Blvd, Pueblo Blvd, and Wills Blvd will improve travel time and reduce vehicle delay time. Based on the current heavy traffic volumes on US 50 and the existing highway capacity, the allowable traffic signal green times for the side-street and left-turn movements are limited, especially at Elizabeth Street, where there is little space for queued vehicles between Elizabeth Street and I-25. Detailed traffic operation analyses will be done during final design when improvements are funded.</p> <p>C. The posted speed limit in the section of US 50 between Swallows Rd and Pueblo Blvd/State Highway 45 (SH 45) is 65 miles per hour (mph), which is typical for this functional class of highway; the primary purpose of which is mobility with limited access. Between Pueblo Blvd and the BNSF railroad crossing, the speed limit transitions to 55 mph. In the urban section east of the BNSF railroad, the speed limit is 45 mph. FHWA has approved the use of minimum speeds where slow speeds can cause a high speed differential in the traffic stream, thereby creating unsafe conditions. These signs also try to ensure that excessively slow speeds do not impede traffic and result in a decline in roadway capacity.</p>

Table 1. Public and Agency Comments Received and Responses to Comments (Continued)

Comments	Responses
<p>Pueblo West Metropolitan District Resident, May 17, 2016 (Comment Repeated for Reference)</p> <p><i>Direct to ↓ from PW residents / can't see write</i></p> <p>Laurel Phillips, CDOT Reg 2, Pueblo, 17 May 2016</p> <p>On your US50 "EA", by calling you i learned scope & limits of asking public comment. Seems broad enuf to encompass my short comments here (unordered):</p> <p>A. I have asked for 25+ yrs for overpasses on US50 from PuebloWest to I25, cheapest best in long-term. Instead much \$ was spent that will be respent. Road projects are priced now 20 to 100 times more than same in 1960s, way beyond inflation. We drive now only local & only 2000 miles/yr, yet are forced to pay triple road fees on registrations for 3 small cars. (unfair) Yellow & green & arrow times at some signals on US50 are too short to let more than 3 or 4 of waiting cars thru (at Purcell, Eliz, & Dillon esp). Min speed limit was put on US50 between Purcell & Hwy45 10 yrs ago, which made people drive faster (proven), instead of 60s they go mostly 80s now (incl in your work zones). Hwy 45 should be extended to I25. Purcell is NOT good "bypass"; wrong design & Big trucks & all noise too try go 70+ past houses. Closed frontage at EDen makes new big problems; need frontage roads along I25 CONTINUOUS. Speed limit thru PW to I25 should be 60 down to 40 mph & enforced; most drive 70 to 90 & reckless. Steep hill down to Hwy 45 is very wasteful of fuel to stop, =pollution. Warning light comes on too late too far from signal. Very very rough road at new bridge near Hwy 45, bad for cars, & drivers going 70+ there, reckless. More lanes on US50 cant fix what overpasses will cover. Run & tearer ad for your meeting</p> <p><i>(note if need to call)</i></p> <p><i>people don't know what is</i></p>	<p>D. The US 50 West PEL Study (CDOT, 2012a) considered local improvements identified in the PACOG 2035 Long Range Transportation Plan (2011), including the Pueblo Blvd Extension from the US 50/SH 45 intersection to I-25 at the Eden interchange.</p> <p>E. The closed frontage road near the I-25/Eden Exit 104 is part of the Dillon Drive Interchange Project. The closure is temporary, and construction is expected to be completed in fall 2016. The New Pueblo Freeway Environmental Impact Statement (CDOT, 2013) includes comprehensive improvements for the I-25 corridor, including interchange and frontage road improvements. It should be noted, however, that these considerations are outside the scope of this EA.</p>

Table 1. Public and Agency Comments Received and Responses to Comments (Continued)

Comments	Responses
<p>Pueblo West Metropolitan District Resident, May 17, 2016 (Comment Repeated for Reference)</p>	
<p><i>Direct to ↓ from PW residents / can't see write</i></p> <p>Laurel Phillips, CDOT Reg 2, Pueblo, 17 May 2016</p> <p>On your US50 "EA", by calling you i learned scope & limits of asking public comment. Seems broad enuf to encompass my short comments here (unordered):</p> <p>A. I have asked for 25+ yrs for overpasses on US50 from PuebloWest to I25, cheapest best in long-term. Instead much \$ was spent that will be respent. Road projects are priced now 20 to 100 times more than same in 1960s, way beyond inflation. We drive now only local & only 2000 miles/yr, yet are forced to pay triple road fees on registrations for 3 small cars. (unfair) Yellow & green & arrow times at some signals on US50 are too short to let more than 3 or 4 of waiting cars thru (at Purcell, Eliz, & Dillon esp). Min speed limit was put on US50 between Purcell & Hwy45 10 yrs ago, which made people drive faster (proven), instead of 60s they go mostly 80s now (incl in your work zones). Hwy 45 should be extended to I25. Purcell is NOT good "bypass"; wrong design & Big trucks & all try go 70+ past houses. Closed frontage at EDen makes new big problems; need frontage roads along I25 CONTINUOUS. Speed limit thru PW to I25 should be 60 down to 40 mph & enforced; most drive 70 to 90 & reckless. Steep hill down to Hwy 45 is very wasteful of fuel to stop, =pollution. Warning light comes on too late too far from signal. Very very rough road at new bridge near Hwy 45, bad for cars, & drivers going 70+ there, reckless. More lanes on US50 cant fix what overpasses will cover. Run & tear ad for your meeting</p> <p><i>(note if need to call)</i></p> <p><i>people don't know what is</i></p> <p><i>noise too</i></p>	<p>F. The Proposed Action assumes the current US 50 posted speed limits (see response to comment "C" above). Reducing the speed limit seldom results in significantly lower speed if a roadway is designed to a higher standard. The grades on US 50 at the Pueblo Blvd/SH 45 intersection will remain generally the same with the Proposed Action. The approximately 3% grade approaching Pueblo Blvd, although a noticeable grade that impacts traffic flow, is not steep enough to warrant an alignment change. With the proposed realignment of the westbound US 50 lanes and the grade-separated interchange, traffic on US 50 will no longer be signalized, and there will be no need for the yellow warning light.</p> <p>G. Current pavement conditions on US 50 eastbound lanes near Pueblo Blvd/SH 45 are temporary during construction. The eastbound third-lane and bridge widening at Wild Horse Dry Creek and repaving are scheduled for completion in summer 2016.</p>

Table 1. Public and Agency Comments Received and Responses to Comments (Continued)

Comments	Responses
<p>Pueblo West Metropolitan District Resident, May 17, 2016 (Comment Repeated for Reference)</p> <p><i>Direct to ↓ from PW residents</i> Laurel Phillips, CDOT Reg 2, Pueblo, 17 May 2016 <i>/cant see write</i></p> <p><i>(note if need to call)</i> On your US50 "EA", by calling you i learned scope & limits of asking public comment. Seems broad enuf to encompass my short comments here (unordered):</p> <p>A. I have asked for 25+ yrs for overpasses on US50 from PuebloWest to I25, cheapest best in long-term. Instead much \$ was spent that will be respent. Road projects are priced now 20 to 100 times more than same in 1960s, way beyond inflation. We drive now only local & only 2000 miles/yr, yet are forced to pay triple road fees on registrations for 3 small cars. (unfair) Yellow & green & arrow times at some signals on US50 are too short to let more than 3 or 4 of waiting cars thru (at Purcell, Eliz, & Dillon esp). Min speed limit was put on US50 between Purcell & Hwy45 10 yrs ago, which made people drive faster (proven), instead of 60s they go mostly 80s now (incl in your work zones). Hwy 45 should be extended to I25. Purcell is NOT good "bypass"; wrong design & Big trucks & all try go 70+ past houses. <i>noise too</i> Closed frontage at EDen makes new big problems; need frontage roads along I25 CONTINUOUS. Speed limit thru PW to I25 should be 60 down to 40 mph & enforced; most drive 70 to 90 & reckless. Steep hill down to Hwy 45 is very wasteful of fuel to stop, =pollution. Warning light comes on too late too far from signal. Very very rough road at new bridge near Hwy 45, bad for cars, & drivers going 70+ there, reckless. More lanes on US50 cant fix what overpasses will ever. <i>Run & tearer ad for your meeting</i></p>	<p>H. The US 50 West PEL evaluation of alternatives concluded that a combination of grade-separated interchanges at McCulloch Blvd, Purcell Blvd, and Pueblo Blvd with six lanes (three westbound lanes and three eastbound lanes) will be required to accommodate the 2035 peak-hour traffic projections. The newspaper ads for the US 50 EA public meeting were reviewed multiple times and approved by CDOT's Communications Managers. CDOT appreciates your observations and will take your comments into consideration for future projects.</p>

Table 1. Public and Agency Comments Received and Responses to Comments (Continued)

Comments	Responses
<p>Pueblo West Metropolitan District Resident, June 2, 2016</p> <p>Phone conversation with Laurel Phillips</p> <p>A. There needs to be two points of access between Pueblo West Metropolitan District and Pueblo at all times</p> <p>B. Concern for power poles along US 50 – need protection from cars and expressed a concern that they will fall into the roadway</p>	<p>A. US 50 provides the only direct access between Pueblo West and the city of Pueblo. However, as part of the <i>US 50 West PEL Study</i>, Joe Martinez Blvd was assessed as a secondary route between Pueblo West Metropolitan District and Pueblo. Please note that Joe Martinez Blvd will be a non-CDOT project and was not considered as part of this EA.</p> <p>B. All transmission line structures (power poles) for lines that cross or parallel US 50 within the project area are located outside the CDOT US 50 ROW in compliance with CDOT guidelines (see Appendix A01. Project Drawing and Plans for locations of utilities within the project area). Individual structures are of a sufficient distance from the US 50 travel lanes; should a transmission line structure collapse, it will not fall in the roadway or present a risk to the traveling public.</p>

WHAT ARE THE IMPACTS ASSOCIATED WITH THE NO ACTION ALTERNATIVE AND THE PROPOSED ACTION?

CDOT has evaluated the No Action Alternative and the Proposed Action for impacts to various resources present within the US 50 West project area. **Table 2** summarizes impacts to these resources for the No Action Alternative and for the Proposed Action. The Mitigation Tracking Number corresponds to the mitigation measures identified in **Table 3** that will be implemented to lessen the impacts of the Proposed Action.

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Transportation Resources (CDOT, 2016a – Appendix A01) (CDOT, 2012a – Appendix A02) (CDOT, 2012b – Appendix A03)</p>	<p>Transportation resources associated with the Proposed Action include US 50 from Wills Blvd to McCulloch Blvd.</p> <p>The section titled “What will happen if the Proposed Action is not implemented?” summarizes existing and future LOS and crashes, as well as provides an additional analysis of traffic operations performance measures, including travel delay and backup (queuing).</p> <p>From a local community context, the cross streets at the US 50 Pueblo Blvd, Purcell Blvd, Pueblo Blvd, and Wills Blvd intersections are congested, which causes delays for vehicles accessing or crossing US 50.</p> <p>For additional transportation information, refer to the <i>US 50 West PEL</i> (Appendix A02).</p>	<p>Results in continued congestion, which is expected to worsen to LOS F by 2035. The third eastbound (EB) lane, currently under construction from Purcell Blvd to Wills Blvd, and the intersection improvements at Purcell Blvd and McCulloch Blvd would improve travel time and safety for EB travelers.</p> <p>The pattern of crashes in the project area would continue, particularly for westbound (WB) US 50 travelers, and worsen as congestion increases.</p>	<p>Permanent Impacts Would partially address the most critical congestion in the PEL Corridor described in Table 2 and detailed in Appendix 03:</p> <ul style="list-style-type: none"> For future 2035 traffic, the Wills Blvd intersection would operate at LOS B during the a.m. peak hour; however, the p.m. peak hour congestion would be LOS F for WB commuter traffic. The planned extension of Pueblo Blvd and I-25 would reduce WB traffic congestion on US 50 at Wills Blvd, by providing commuters with an alternative route from I-25 to Pueblo and Pueblo West. The Pueblo Blvd intersection would operate at LOS B/A for a.m. peak hour traffic and LOS D/A for p.m. peak hour traffic. 	<p>1</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Transportation Resources (Continued) (CDOT, 2016a – Appendix A01) (CDOT, 2012a – Appendix A02) (CDOT, 2012b – Appendix A03)</p>			<ul style="list-style-type: none"> • The Purcell Blvd intersection would operate at LOS B for both a.m. and p.m. peak hour traffic. • McCulloch Blvd intersection would operate at LOS E for a.m. peak hour traffic and LOS F for p.m. peak hour traffic. The grade-separated interchange planned for McCulloch Blvd would improve traffic operations to an acceptable LOS. • Proposed intersection improvements would reduce cross street congestion, particularly at Pueblo Blvd and Purcell Blvd. <p><u>Temporary Impacts</u> For the most part, existing US 50 lanes would stay open to traffic during construction of the third WB and EB lanes, the US 50 realignment and bridge replacement through the Pueblo Blvd intersection, and construction of the Pueblo Blvd and Purcell Blvd grade separations. The existing WB bridge would remain open during the construction of the new bridge over Wild Horse Dry Creek. Intermittent lane closures would be allowed during non-peak traffic hours to accommodate construction.</p>	

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Air Quality (CDOT, 2016b – Appendix A04)</p>	<p>Pueblo County generally has good air quality and is an attainment area for all air quality priority pollutants identified and monitored by the United States Environmental Protection Agency (EPA).</p> <p>Air quality from vehicles degrades under congested, stop-and-go traffic conditions when compared with free-flowing traffic conditions.</p>	<p>Would not cause exceedances of regulatory thresholds for any criteria pollutants, nor would it result in changes in traffic volumes, vehicle mix, or any other factor that would cause an increase in mobile source air toxics (MSATs).</p>	<p><u>Permanent Impacts</u></p> <p>Adding the third WB lane from Wills Blvd to McCulloch Blvd and the third EB lane from McCulloch Blvd to Purcell Blvd would reduce WB and EB peak hour congestion and air pollution from US 50 traffic.</p> <p>Would not cause exceedances of regulatory thresholds for any criteria pollutants, nor would it result in changes in traffic volumes, vehicle mix, or any other factor that would cause an increase in MSATs.</p> <p><u>Temporary Impacts</u></p> <p>Construction activities would generate diesel emissions from construction equipment and fugitive dust from ground disturbing activities. These would be temporary, lasting only during the construction period.</p> <p>Fugitive dust would result from ground disturbance to approximately 118 acres due to the construction of the Proposed Action, of which 39.6 acres would be paved and 78.4 acres would be temporarily disturbed and revegetated.</p>	<p>2</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Geologic Resources, Including Soils and Groundwater (CDOT, 2016c – Appendix A05)</p>	<p>Surficial soils and sedimentary bedrock underlay US 50 from Wills Blvd to McCulloch Blvd. The surficial soil cover is relatively thin, typically less than 20 feet, over bedrock. Soils are silty clay, with limestone fragments and gravel. The erosion hazard is generally moderate in these soils. Erosion was observed primarily in the Williams Creek and Wild Horse Dry Creek drainage channels during field surveys conducted in summer 2013.</p> <p>Bedrock includes the Pierre Shale Formation (shale and sandstone) and the Niobrara Formation (chalky shale and fossiliferous limestone). Bentonite lenses within the bedrock have the potential for swelling. A high groundwater occurs at Williams Creek, Wild Horse Dry Creek, and the drainage at Purcell Blvd, where groundwater elevations are consistent with surface water elevations. Groundwater is perched above the shale bedrock in these locations.</p>	<p>Other improvements currently being constructed will provide stream restoration and erosion control at Wild Horse Dry Creek.</p> <p>Would not affect the geologic resources.</p>	<p><u>Permanent Impacts</u></p> <p>Would use conventional methods in constructing the WB and EB third lanes, mostly in previously graded soils. The road edge would typically be on fill. A continuous drainage swale paralleling the EB lane would have a 3:1 back slope that would meet or blend into existing contours within the US 50 ROW. The shale and sandstone bedrock would provide suitable bearing material to support the expected WB bridge loading. The relatively flat terrain would limit erosion along US 50 roadway shoulders. Erosion may occur within the Wild Horse Creek channels as a result of the WB bridge, and within the Williams Creek channel as a result of the WB lane realignment and CBC extension.</p> <p><u>Temporary Impacts</u></p> <p>Construction of the WB bridge footings would avoid the Wild Horse Dry Creek channel and would likely encounter shallow groundwater during construction. The overall Proposed Action footprint would disturb approximately 118 acres during construction. The relatively flat terrain would limit erosion to the construction zone, especially following clearing of vegetation for construction activities.</p>	<p>3, 4, 5</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Water Quality (CDOT, 2016d – Appendix A06)</p>	<p>Receiving water bodies include Williams Creek and Wild Horse Dry Creek. Williams Creek flows into Wild Horse Dry Creek about 1-mile south of US 50, and Wild Horse Dry Creek flows into the Arkansas River 4 miles to the south. There is currently no water quality treatment for US 50 roadway stormwater runoff in the project area.</p> <p>Wild Horse Dry Creek is included in the Colorado Department of Public Health and Environment (CDPHE) 303(d) list for impaired waters. The entire creek has a 303(d) high priority listing for <i>E. coli</i> and a low priority for selenium (Se).</p> <p>Williams Creek is not included on the CDPHE 303 (d) list for impaired waters.</p>	<p>Other improvements currently being constructed will provide water quality treatment for runoff from EB US 50 from Purcell Blvd to Wills Blvd, including two water quality ponds at Wild Horse Dry Creek.</p> <p>Would result in no other water quality treatment for US 50 roadway stormwater runoff within the project area.</p>	<p>Permanent Impacts</p> <p>Would result in approximately 39.6 additional acres of impervious area from lane widening and the grade-separated interchanges at Pueblo and Purcell Blvd. An increase in impervious surfaces would alter the volume, velocity, and quality (type and quantity of chemicals and other pollutants, such as sediment) of stormwater runoff from US 50 into Williams Creek and Wild Horse Dry Creek and a tributary to Williams Creek.</p> <p>Temporary Impacts</p> <p>During construction, stormwater runoff could carry sediment to Williams Creek and Wild Horse Dry Creek from grading and construction of the WB lane, WB bridge, roadside drainage swale, and water quality features.</p>	<p>4, 5</p>
<p>Floodplains (CDOT, 2016d – Appendix A06)</p>	<p>US 50 crosses Federal Emergency Management Agency (FEMA) regulated floodplains at Wild Horse Dry Creek and at Williams Creek. No floodway has been delineated for either floodplain.</p> <p>Wild Horse Dry Creek is designated a Zone AE floodplain, and Williams Creek is designated a Zone A floodplain. This means a detailed study has been performed, and the base flood elevation (BFE) has been established only for the Zone AE floodplain.</p>	<p>Would not change the FEMA floodplain at Wild Horse Dry Creek.</p>	<p>Permanent Impacts</p> <p>Realigning the US 50 WB lanes, constructing the new WB bridge, and removing the existing WB bridge would result in impacts to the Wild Horse Dry Creek floodplain. Both increases and decreases of less than 1-foot to the water surface elevations (WSEs) are anticipated.</p> <p>Preliminary analysis shows that both the proposed 160 ft. extension of the CBC within the Williams Creek channel and the construction of the WB bridge over Wild Horse Dry Creek would result in changes in</p>	<p>4, 5, 6</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Floodplains (Continued) (CDOT, 2016d – Appendix A06)</p>	<p>The BFE for Wild Horse Dry Creek just upstream of the US 50 EB bridge is approximately 4,777 ft. in elevation.</p>		<p>WSEs of less than a 1-foot drop upstream and less than a 1-foot rise downstream. Impacts to both floodplains would be anticipated to be contained to CDOT ROW.</p> <p>Temporary Impacts During construction, stormwater runoff could carry sediment to the Williams Creek and Wild Horse Dry Creek floodplains, which might impact water quality and flood elevations.</p>	
<p>Wetlands/Waters of the US (CDOT, 2016e – Appendix A07)</p>	<p>US 50 crosses wetlands along Williams Creek and Wild Horse Dry Creek. Thick stands of tamarisk (<i>Tamarix chinensis</i>) are dominant along Williams Creek and Wild Horse Dry Creek. Tamarisk and other noxious weeds are discussed in the Noxious Weeds section.</p> <p>Wetland delineations conducted in June 2013 and April 2015 revealed the presence of approximately 1.258 acres of wetlands within Williams Creek, Wild Horse Dry Creek, and a tributary to Williams Creek at Purcell Blvd. These wetlands would likely be considered jurisdictional wetlands, as they are contributing to permanent waters of adjacent creeks that flow directly or indirectly into a Traditional Navigable Water (United States Army Corps of Engineers [USACE], 2007).</p> <p>Informal trails cross wetlands in some locations.</p>	<p>Provides stream channel revegetation and tamarisk removal at Wild Horse Dry Creek.</p>	<p>Permanent Impacts Would have impacts to approximately 0.025 acre of wetlands at Williams Creek, Wild Horse Dry Creek, and a tributary to Williams Creek at Purcell Blvd resulting from permanent fill associated with the WB bridge and CBC extensions.</p> <p>Would include removal of vegetation (primarily tamarisk) from the stream channel due to realigning US 50, constructing the WB bridge, and extending the CBC at Williams Creek.</p> <p>Temporary Impacts There would be construction activities in 0.135 acre of wetland areas. Also, during construction, stormwater runoff could carry sediment to wetlands within Williams Creek, the Williams Creek tributary, and Wild Horse Dry Creek from grading and construction of the WB lane, WB bridge, roadside drainage swale, and water quality features.</p>	<p>4, 5, 7</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Vegetation (CDOT, 2016f – Appendix A08)</p>	<p>The project is located within the Central Shortgrass Prairie ecoregion. This southeastern area of Colorado is referred to as the Arkansas Valley Barrens, with typically sparse vegetation, growing in limited soils. Most of the vegetation present in the biological resources study area includes native shortgrass prairie grasses, shrubs, and trees. The PEL provides an initial inventory of vegetation (see Appendix A02).</p> <p>The Williams Creek riparian area, which includes some noxious weed species, contains stands of Siberian elm (<i>Ulmus pumila</i>), golden currant (<i>Ribes aureum</i>), sandbar willow (<i>Salix interior</i>), narrowleaf cattail (<i>Typha angustifolia</i>), creeping bentgrass (<i>Agrostis stolonifera</i>), small spikerush (<i>Eleocharis minima</i>), tamarisk, and annual sunflowers (<i>Helianthus annuus</i>).</p> <p>The Wild Horse Dry Creek riparian area contains stands of tamarisk, creeping bentgrass, small spikerush, Nebraska sedge (<i>Carex nebrascensis</i>), perennial pepperweed (<i>Lepidium latifolium</i>), hoary cress (<i>Cardariadraba</i>), and prince’s plume (<i>Stanleya pinnata</i>).</p> <p>Noxious weeds are discussed in the section that follows.</p>	<p>Would not impact vegetation resources.</p>	<p>Permanent Impacts</p> <p>Paving would result in the permanent removal of approximately 39.6 acres of shortgrass prairie grasses and shrubs. The increase in impervious surfaces would cause an increase in stormwater runoff and the exposure of the surrounding vegetation to higher levels of pollutants.</p> <p>Widening the bridge and installing riprap would result in the removal of riparian vegetation and non-native vegetation (primarily tamarisk), along Wild Horse Dry Creek.</p> <p>Tree impacts would include the removal of upland trees east of Purcell Blvd/US 50 and upland trees at the McCulloch Blvd/US 50 intersection.</p> <p>Temporary Impacts</p> <p>Soil disturbance of 118 acres of shortgrass prairie from construction equipment would create favorable conditions conducive to the introduction and further spread of noxious weeds.</p>	<p>8, 9, 10</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Noxious Weeds (CDOT, 2016f – Appendix A08)</p>	<p>Of the 12 species of weeds identified in the biological resources study area that are on the Colorado Department of Agriculture Noxious Weed List and the Pueblo County Target Species List (Pueblo County, 2013), field bindweed (<i>Convolvulus arvensis</i>) and redstem filaree (<i>Erodium cicutarium</i>) are common. Thick stands of tamarisk are dominant along Williams Creek and Wild Horse Dry Creek.</p> <p>The common occurrence of broom snakeweed (<i>Gutierrezia sarothrae</i>) indicates that the vegetation is in a less than optimal state. These weeds are introduced species that are known to out-compete native flora.</p>	<p>Other improvements currently being constructed will provide noxious weed treatment in EB US 50 ROW from Purcell Blvd to Wills Blvd. Invasion of noxious weeds would continue in other parts of US 50 from Wills Blvd to McCulloch Blvd.</p>	<p><u>Permanent Impacts</u> Surface disturbance of approximately 78.4 acres following construction could indirectly introduce noxious and invasive weed species, which could persist after construction.</p> <p><u>Temporary Impacts</u> Soil disturbance of approximately 118 acres from construction activities, such as grading, would create favorable conditions for noxious weeds to be introduced, become established, or spread further. Construction equipment would potentially introduce noxious weed species into the project area.</p>	<p>10</p>
<p>Senate Bill 40 (SB 40) Resources (CDOT, 2016f – Appendix A08)</p>	<p>Williams Creek and Wild Horse Dry Creek qualify as SB 40 jurisdictional streams, including the stream beds, stream banks, and as much bankside (riparian) areas that contribute to the quality of the general stream habitat through shading, water quality filtering, contribution of food items for fish/wildlife, and organic matter to the stream. The Williams Creek tributary does not qualify as it is an ephemeral stream.</p> <p>While the Wild Horse Dry Creek riparian area contains no tree species, there is a continuous corridor of dying or dead tamarisk shrub cover within this riparian area that provides most of the wildlife habitat within this drainage.</p>	<p>Other improvements currently being constructed will provide enhancement of SB 40 resources at Wild Horse Dry Creek.</p>	<p><u>Permanent Impacts</u> Would remove SB 40 resources (riparian shrubs) along Wild Horse Dry Creek and Williams Creek due to bridge construction and the installation of riprap; and along Williams Creek due to the CBC extension. Would remove approximately 3,890 sq. ft. (0.089 acre) of SB 40 shrubs, consisting of mostly tamarisk (non-native shrub).</p> <p><u>Temporary Impacts</u> During construction, stormwater runoff could carry sediment to Williams Creek and Wild Horse Dry Creek from grading and construction of the WB lane, US 50 realignment, WB bridge, roadside drainage swale, and water quality features, which could impact SB 40 resources.</p>	<p>4, 5, 9</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Fish (CDOT, 2016f – Appendix A08)</p>	<p>Aquatic habitats are limited to Williams Creek and Wild Horse Dry Creek. Within the CDOT ROW, these habitats have been modified as a result of the US 50 EB bridge over Wild Horse Dry Creek and the riprap at the base of the bridge. Algae, tamarisk, and other noxious weeds dominate the habitat within the Wild Horse Dry Creek drainage.</p> <p>During field surveys in summer 2013, two native fish species were observed: the plains killfish (<i>Fundulus zebrinus</i>) and the fathead minnow (<i>Pimephales promela</i>). These fish are not federally-listed (threatened or endangered) or state-listed (threatened or endangered) species, candidate species, or state species of special concern.</p> <p>Plains killifish were observed in the Williams Creek and Wild Horse Dry Creek channels and pools; and fathead minnows were observed in the Williams Creek channel and pools.</p>	<p>Other improvements currently being constructed will improve aquatic habitat associated with Wild Horse Dry Creek stream restoration.</p> <p>Would not change the aquatic habitat conditions associated with Williams Creek.</p>	<p><u>Permanent Impacts</u></p> <p>The WB bridge construction and the addition of riprap would not permanently impact fish habitat along Wild Horse Dry Creek, and the proposed improvements would not impede fish movement.</p> <p>The 160 ft. extension of the CBC at US 50 and Williams Creek would result in a loss of approximately 1,600 sq. ft. of fish habitat and may impede fish movement.</p> <p><u>Temporary Impacts</u></p> <p>During construction, stormwater runoff could carry sediment to Williams Creek and Wild Horse Dry Creek from grading and construction of the WB lane, WB bridge, roadside drainage swale, and water quality features. Sediment discharged to the creeks could temporarily impact water quality for fish.</p>	<p>4, 5, 10, 11</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Wildlife (CDOT, 2016f – Appendix A08)</p>	<p>The project is located within the Central Shortgrass Prairie ecoregion. The Williams Creek and Wild Horse Dry Creek corridors provide riparian habitat for mammals, migratory birds, and reptiles. Noxious weed infestation, ROW disturbances, and drought conditions have highly modified wildlife habitats in the biological resources study area. The project area is not located in a known migration area for species such as deer or elk; however, there is habitat for many small and medium-sized mammals, such as desert cottontail (<i>Sylvilagus audubonii</i>), black-tailed prairie dogs (<i>Cynomys ludovicianus</i>), and coyotes (<i>Canis latrans</i>). Habitat for reptiles, amphibians, and birds is also present (see the Threatened/Endangered Species and State Species of Special Concern section).</p> <p>Analysis documented in the <i>US 50 West PEL Study</i> (CDOT, 2012a) from 2004 to 2008 showed that 2 percent of the crashes within the PEL Corridor were from wildlife.</p>	<p>Would not change wildlife habitats or migratory bird habitats, other than the continued potential for animal-vehicle collisions that may increase as traffic volumes increase.</p>	<p>Permanent Impacts</p> <p>Would include permanent habitat loss of approximately 39.6 acres of shortgrass prairie and fragmentation of habitat due to the construction of the additional WB and EB lanes. Direct mortality may occur, primarily to small and medium-sized wildlife, reptiles/amphibians, and low-flying birds from vehicles. The widened roadway would make it more difficult for animals to move across the landscape.</p> <p>Removing riparian vegetation due to WB bridge construction, installation of riprap along Wild Horse Dry Creek, and extension of the CBC at Williams Creek would result in a loss of habitat for wildlife species that depend on the riparian corridor.</p> <p>Would remove 38,768 sq. ft. (0.89 acre) of shrubs along sections of Wild Horse Dry Creek and Williams Creek that are within CDOT’s ROW. Reconstructing the WB bridge would not impede wildlife movement. There would be a continued potential for animal-vehicle collisions that may increase as traffic volumes increase.</p> <p>Other indirect effects could include the introduction and spread of noxious or invasive weed species, which may further degrade wildlife habitat.</p>	<p>8, 9, 12</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Wildlife (Continued) (CDOT, 2016f – Appendix A08)</p>			<p>Temporary Impacts Surface disturbance of approximately 118 acres during construction could affect wildlife. The widened roadway and bridge over Wild Horse Dry Creek would also cause temporary habitat loss, restrict wildlife movement, and potentially displace certain wildlife species in the short term or temporarily due to increased noise and human presence associated with construction activities. The temporary concrete barrier, to be installed in approximately 2,000-foot sections within the median during construction from McCulloch Blvd to the divided intersection at Pueblo Blvd, would temporarily restrict wildlife movement across US 50. However, the concrete barrier would not be installed near Williams Creek or Wild Horse Dry Creek, where wildlife could be more likely to attempt to cross US 50 at-grade due to the lack of wildlife fencing in the area. The closest temporary barrier would be approximately 4,500 ft. west of Williams Creek and approximately 5,800 ft. west of Wild Horse Dry Creek. The barriers would be removed after construction.</p>	<p>8, 9, 12</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Wildlife (Continued) (CDOT, 2016f – Appendix A08)</p>			<p>Other indirect effects could include the introduction and spread of noxious or invasive weed species, which may further degrade wildlife habitat.</p> <p>Wildlife mortality from construction-related ground clearing and earth-movement activities could also affect small terrestrial species and burrowing animals.</p>	
<p>Migratory Birds (CDOT, 2016f – Appendix A08)</p>	<p>Migratory bird surveys along Williams Creek identified active and inactive nests in the biological resources study area, including:</p> <ul style="list-style-type: none"> • Black-billed Magpie (<i>Pica hudsonia</i>) – Active and inactive nests • Western Kingbird (<i>Tyrannus verticalis</i>) – Active nest • Cliff Swallows (<i>Petrochelidon pyrrhonota</i>) – Multiple active nests at the Wild Horse Dry Creek bridge, the Williams Creek culvert, and the culvert passing under Purcell Blvd, in the area south of US 50. <p>Suitable habitat for Western Burrowing Owl (<i>Athene cunicularia hypugaea</i>) (a State Species of Concern) also exists in the project area.</p>	<p>Would not change migratory bird habitats other than potential disturbances from increased traffic.</p>	<p><u>Permanent Impacts</u> Removing riparian vegetation along Wild Horse Dry Creek, Williams Creek, and the tributary to Williams Creek due to bridge widening and riprap installation would result in a loss of habitat for migratory birds that depend on the riparian corridor.</p> <p>Impacts to active Cliff Swallow nests may occur during the widening of the WB bridge over Wild Horse Dry Creek if construction occurs during the nesting season.</p> <p><u>Temporary Impacts</u> Would have short-term temporary impacts from the increased noise and human presence due to construction activities associated with the entire project (for example, construction noise and night lighting).</p>	<p>13</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Threatened/ Endangered Species and State Species of Special Concern (CDOT, 2016f – Appendix A08)</p>	<p>The biological resources study area contains no suitable habitat for federally-listed threatened or endangered species. Field surveys in June, July, and October 2013 and in 2015 identified no rare plants. The biological resources study area contains seven state listed species with suitable habitat:</p> <ul style="list-style-type: none"> • The black-tailed prairie dog (<i>Cynomys ludovicianus</i>) (State Threatened Species), with prairie dog colonies present within the study area • Black footed ferret (<i>Mustela nigripes</i>) (Federally Endangered and State Endangered Species) – An experimental population of black footed ferrets was reintroduced on the Walker Ranch, north of US 50, within the 2007 block-clearance zone for the black-footed ferret. • Western Burrowing Owl (<i>Athene cunicularia hypugaea</i>) (State Species of Concern) • Massasauga (<i>Sistrurus catenatus</i>) (State Species of Concern) • Triploid Colorado checkered whiptail (<i>Aspidoscelis neotesselata</i>) (State Species of Concern) • Plains leopard frog (<i>Rana blairi</i>) (State Species of Concern) • Northern leopard frog (<i>Rana pipiens</i>) (State Species of Concern) 	<p>Would not affect state listed species habitats.</p>	<p>Permanent Impacts</p> <p>Impacts from the permanent removal of 39.6 acres of shortgrass prairie may affect, but would not adversely affect, state listed species habitat:</p> <ul style="list-style-type: none"> • Proposed Action would affect black-tailed prairie dog colonies located within and adjacent to the Proposed Action footprint, at the Purcell Blvd and McCulloch Blvd intersections, due to loss of habitat. • Proposed Action would not affect the reintroduced population of black footed ferrets on the Walker Ranch. • Proposed Action footprint may affect Western Burrowing Owls that may use the prairie dog colonies as habitat. • Proposed Action footprint may affect massasauga due to the loss of shortgrass prairie habitat. • Constructing the WB bridge, installing riprap, removing tamarisk along Wild Horse Dry Creek, and extending the CBC at Williams Creek may affect, but would not adversely affect, habitat for the Triploid Colorado checkered whiptail, the plains leopard frog, and the northern leopard frog. <p>Temporary Impacts</p> <p>See Wildlife.</p>	<p>10, 14, 15, 16, 17, 18</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Threatened/ Endangered Species and State Species of Special Concern (Continued) (CDOT, 2016f – Appendix A08)</p>	<p>June and July 2013 surveys identified six individual whiptails along the terraces above Williams Creek.</p>			
<p>Historic and Archaeological Resources (CDOT, 2016g – Appendix A09)</p>	<p>Section 106 of the National Historic Preservation Act of 1966, as amended, requires projects proposed or funded by federal agencies to identify and assess effects to historic properties listed on or eligible for inclusion in the National Register of Historic Places. There are three eligible linear resources in the project area: the Kansas Colorado Railroad (5PE320), the Topeka and Santa Fe Railroad (5PE1665), and US Highway 50 (5PE8108).</p>	<p>Would not affect historic or archaeological resources.</p>	<p>Would result in the finding of no <i>adverse effect</i> [36CFR 800.5(d)(1)] to the the Kansas Colorado Railroad, Topeka and Santa Fe Railroad, and US Highway 50. Ground disturbance by heavy equipment and construction activities would have the potential to encounter unknown buried cultural material. Appendix A09 includes Section 106 correspondence and documentation.</p>	<p>19</p>
<p>Paleontological Resources (CDOT, 2016h – Appendix A10)</p>	<p>Locally abundant marine fossils are within the Niobrara geologic formation in the project area. The Potential Fossil Yield Classification for this formation is rated moderate. The potential for encountering a scientifically important fossil locality is low but is somewhat higher for common fossils.</p>	<p>Would not affect paleontological resources.</p>	<p>Permanent Impacts The WB bridge construction could possibly unearth subsurface fossils from the Niobrara Formation Smoky Hill Shale Member with a moderate rating for fossil importance. Temporary Impacts No temporary impacts to paleontological resources are expected.</p>	<p>20</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Land Use (CDOT, 2012a – Appendix A02)</p>	<p>Current development is concentrated at the McCulloch Blvd, Purcell Blvd, and Wills Blvd intersections; and at the southeast quadrant of the Pueblo Blvd intersection. City of Pueblo and Pueblo County land use zoning and the <i>2035 Comprehensive Plan</i> characterize land use trends toward higher-density, urban-style development adjacent to the Proposed Action footprint. Residential and commercial uses are currently zoned between McCulloch Blvd and Purcell Blvd; and commercial development is zoned from Purcell Blvd to Wills Blvd.</p> <p>The largest potential for future land use growth and associated regional trip generation occurs at Pueblo Blvd. The relatively low density current uses for much of the intersection are planned to become a Special Development Area for mixed use development.</p>	<p>Would be incompatible with the planning objectives for the area. US 50 would not accommodate the increases in travel demand projections associated with the planned growth in commercial and residential development.</p>	<p><u>Permanent Impacts</u></p> <p>Transportation improvements would avoid permanent impacts on land uses adjacent to the Proposed Action footprint. As an element of the PEL recommended Preferred Alternative, the Proposed Action would be compatible with future planning objectives for the City of Pueblo, Pueblo County, and PWMD.</p> <p>The proposed drainage easements and temporary construction easements would occupy portions of the PWMD MUE and would not affect private parcels south of E Grouse Dr, or north of E Enterprise Dr or E Holiday Dr. PWMD established the MUE as a buffer strip between the CDOT ROW and frontage roads and for utility and trail uses. The MUE is considered compatible with the drainage easements based on the US 50 West PEL (2012a) (see Appendix A02, Sections 3.13.4 and 3.15.4).</p> <p>The regional pond would be located on an undeveloped parcel to be acquired by CDOT adjacent to CDOT ROW, and the pond outlet pipeline would cross PWMD public land.</p> <p><u>Temporary Impacts</u></p> <p>Temporary impacts would include grading on easements to improve drainage at outfalls.</p>	<p>8, 21</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Social Resources (CDOT, 2012a – Appendix A02; CDOT 2016i – Appendix A11)</p>	<p>PACOG’s <i>Amended 2035 Long Range Transportation Plan</i> (2011) forecasts high population and employment growth in Census tracts in proximity to US 50, including PWM and the City of Pueblo within the southeast quadrant of the Pueblo Blvd intersection. See Appendix A02 for more information.</p> <p>Community facilities and public services located near the US 50 Corridor include schools, churches, libraries, a recreation center, a fire station, and grocery stores. See Appendix A11 for more information.</p>	<p>Would not directly affect social resources. Indirect impacts to social and economic resources may be associated with continued congestion and traffic accidents.</p>	<p><u>Permanent Impacts</u> Would support the economic and social needs of the surrounding area by providing increased capacity with improved vehicular access, while minimizing disruption to land uses outside the CDOT ROW. Would not impact community facilities and public services.</p> <p><u>Temporary Impacts</u> Would create delays in traffic while construction is occurring. During these times, community facilities would take longer to access from US 50 and would require some extended travel time. Existing US 50 lanes would, for the most part, stay open to traffic during construction of the additional WB and EB lanes, new WB bridge over Wild Horse Dry Creek, and intersection improvements at Pueblo Blvd, Purcell Blvd, and McCulloch Blvd. Intermittent single lane closures would be allowed during non-peak traffic hours to accommodate construction activities.</p>	<p>22</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Environmental Justice (CDOT, 2016i – Appendix A11)</p>	<p>The Hispanic/Latino population within Pueblo County (41.4 percent) is much higher than that of the State of Colorado (20.7 percent). Environmental justice communities are located in the vicinity of US 50 between Wills Blvd and McCulloch Blvd.</p> <p>Most block groups within the community study area, which consists of Census block groups adjacent to US 50, have a lower Hispanic/Latino minority population when compared to that of Pueblo County (41.4 percent). Three block groups have a slightly higher percentage than that of Pueblo County, ranging from 41.6 percent to 54.6 percent. The block groups within the community study area are large and extend well beyond US 50 and very few residences are directly adjacent to US 50.</p> <p>Low-income households range from 2.9 percent to 29.9 percent within the Census tracts adjacent to the project, as compared to 17.6 percent for Pueblo County. The nearest residences in the Census tract that has a higher percentage (29.9 percent) than Pueblo County are located more than 0.5 mile from US 50.</p>	<p>Would not result in any disproportionately high or adverse impacts to low-income and/or minority populations in the study area.</p> <p>Would create traffic delays due to increased traffic without the added lane capacity. All populations present within the community study area would continue to experience traffic congestion problems.</p>	<p><u>Permanent Impacts</u></p> <p>Would not result in any disproportionately high or adverse impacts to the low-income and/or minority populations within the community study area. Would share project impacts and benefits equally among all populations and would not be predominately borne by low-income or minority populations.</p> <p>Overall, Pueblo County and City of Pueblo residents would benefit from enhanced mobility along US 50 to the community and public services facilities within the vicinity of the project due to improved connectivity, reduced congestion, and improved safety.</p> <p><u>Temporary Impacts</u></p> <p>Temporary impacts to low-income and/or minority populations would be no different from the temporary impacts due to traffic disruptions during construction, as identified in the Social Resources section.</p>	<p>22, 23</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Right-of-Way (CDOT, 2016a – Appendix A01)</p>	<p>The City of Pueblo, Pueblo County, and PWMD lands are adjacent to the US 50 ROW.</p>	<p>Would not change the CDOT ROW.</p>	<p>Would require additional ROW for transportation and water quality improvements from PWMD and two private parcels.</p> <ul style="list-style-type: none"> • A portion of the PWMD MUEs would be needed for the EB acceleration lane at Purcell Blvd and water quality swales along the south side of US 50. • An undeveloped private parcel would be needed for the regional pond and would be acquired by CDOT. Pueblo Blvd would extend north of the interchange improvements, into an undeveloped private parcel adjacent to Wild Horse Rd north of US 50. • All parcels and sections of PWMD MUE's are undeveloped and would not require relocations. 	<p>24</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Utilities and Railroad (CDOT, 2016a – Appendix A01) (CDOT, 2012a – Appendix A02)</p>	<p>Types of underground and overhead utilities within the US 50 ROW include:</p> <ul style="list-style-type: none"> • Gas line • Underground fiber optic line • Water line • Wastewater line • Transmission lines <p>US 50 crosses under the BNSF Railway tracks, approximately 0.75 mile east of the Pueblo Blvd intersection. The BNSF rail line at this location is a single-track segment serving as one of the rail lines connecting Colorado Springs and Pueblo.</p>	<p>Would not affect utilities or BNSF tracks within the ROW.</p>	<p><u>Permanent Impacts</u> Would not affect the BNSF tracks, bridge structure carrying the BNSF tracks over US 50, or overhead transmission lines. There would be no permanent impacts or loss of service from utilities that are currently operating within portions of the CDOT ROW.</p> <p><u>Temporary Impacts</u> Relocation of underground utilities within the ROW may be required due to the construction of the WB and EB lanes and grading for the parallel drainage swale. There may be a temporary loss of service during utility relocations. In addition, there may be a temporary impact to CDOT traffic signals during construction.</p>	<p>25</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Parks/Recreation Resources and Section 4 (f) and 6(f) Resources (CDOT, 2016j – Appendix A06 and A12)</p>	<p>The Honor Farm Park and Open Space (Honor Farm) is located within the city of Pueblo south of US 50 and west of Pueblo Blvd.</p> <p>PWMD is planning the Main McCulloch Blvd Trail along the east side of McCulloch Blvd from Joe Martinez Blvd (south of US 50) to Industrial Blvd (north of US 50). The planned trail would have an on-grade crossing of US 50 at McCulloch Blvd. CDOT is coordinating with PWMD on the trail crossing design at US 50.</p>	<p>Would have no use to existing or planned parks and recreation resources or to Section 4(f) resources.</p>	<p>Permanent Impacts</p> <p>Would avoid park and recreation, Section 4(f), and Section 6(f) resources. The outlet pipeline from the proposed regional water quality pond would drain into an unnamed tributary within PWMD public land, designated for private development in the <i>Honor Farm Park and Open Space Master Plan</i> (City of Pueblo, 2007).</p> <p>Would coordinate the design and construction of the proposed WB right turn lane at McCulloch Blvd and US 50 with the Main McCulloch Blvd Trail being planned by PWMD. Would also coordinate with PWMD for pedestrian crossings at Purcell Blvd.</p> <p>Would not affect any Section 4(f) or 6(f) resources.</p> <p>Temporary Impacts</p> <p>Would avoid park and recreation, Section 4(f), and Section 6(f) resources.</p>	<p>No mitigation required for parks and recreation resources.</p> <p>5 – Water quality includes mitigation for site restoration of the stormwater pipeline corridor within the Honor Farm</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Noise (CDOT, 2016k – Appendix A13)</p>	<p>Traffic noise levels are considered at exterior areas of frequent human use at noise-sensitive locations such as homes. Noise impacts occur when noise levels exceed the CDOT Noise Abatement Criteria (NAC) or increase by 10 decibels. Existing noise conditions were examined within and adjacent to the Proposed Action footprint.</p> <p>Twenty-six residential receptors are impacted by existing traffic noise levels equaling or exceeding the CDOT NAC (66 dBA), and noise levels at these locations range from 66 to 72 dBA.</p>	<p>Forty-one residential receptors would be impacted by 2035 No Action noise levels equaling or exceeding the CDOT NAC (66 dBA). Noise levels at these locations would range from 66 to 74. dBA.</p>	<p><u>Permanent Impacts</u> Forty-four residential receptors would be impacted by equaling or exceeding the CDOT NAC (66 dBA). Noise levels at these locations would range from 66 to 74. dBA.</p> <p><u>Temporary Impacts</u> Construction noise could temporarily affect adjoining properties adjacent to the Proposed Action footprint.</p>	<p>27</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Visual Resources/ Aesthetics (CDOT, 2012a – Appendix A02)</p>	<p>The regional landscape setting is characterized by open views within the Arkansas Valley Barrens landscape and distant mountain panoramas to the west. The shortgrass prairie vegetation is generally sparse and treeless, with chalky shale outcropping. Open views across the Honor Farm, Gary Walker Conservation Easement create a natural image. The parallel railroad tie fence provides a “ranch-like” element, and the PWMD entrance signage creates a local identity. There are no dominant focal points, and the landscape and architectural colors are generally light monochromatic earth tones.</p> <p>Local development patterns and viewsheds transition from east to west and range from urban to suburban between Pueblo and PWMD. Local distinctions in the natural and developed landscape character of the Corridor from east to west occur in context to the Ridge community area east of the BNSF railroad bridge, Park West at Pueblo Blvd/Wild Horse Dry Creek and Williams Creek, PWMD at Purcell Blvd, and PWMD at McCulloch Blvd.</p> <p>The PEL visual assessment provides the context for characterizing visual resources within the section of US 50 between Wills Blvd and McCulloch Blvd (see Appendix A02).</p>	<p>Would not result in any landscape changes or visual impacts.</p>	<p>Would be visually compatible with existing and planned land use development patterns within the city of Pueblo and PWMD, based on FHWA <i>Guidelines for Visual Impact Assessment</i> (FHWA, 2015). Views of the proposed US 50 WB and EB lane widening may be noticed but would not be likely to attract the attention of viewers or US 50 travelers. The visibility of the grade-separated interchanges at Pueblo Blvd and Purcell Blvd to viewers within the foreground (0 to 0.5 mile) would vary due to local terrain and development patterns, shown in Appendix C.</p> <p>The Pueblo Blvd interchange is within a sparsely populated area at Williams Creek and Wild Horse Dry Creek. The proposed Pueblo Blvd overpass would become a dominant visual element (strong visual contrast) within open foreground viewsheds from the Park West medical facilities adjacent to Pueblo Blvd, as well as the future medical complex under construction. The Pueblo Blvd overpass would be less visually dominant (moderate visual contrast) to foreground residential views, including the North Point Gardens Assisted Living residents and to a local resident. Local vegetation and commercial development would partially screen the visual impact of the proposed Purcell Blvd interchange to residential viewers within the foreground area, resulting in moderate to low levels of visual contrast.</p>	<p>28</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Visual Resources/ Aesthetics (Continued) (CDOT, 2012a – Appendix A02)</p>			<p>Temporary Impacts Concrete barriers, to be installed in approximately 2,000-foot sections during construction, would temporarily modify views for travelers on US 50. The barriers will be removed after construction.</p>	28
<p>Hazardous Materials (CDOT, 2016I – Appendix A14)</p>	<p>The regulatory data search identified one property adjacent to the CDOT ROW, the former US 50 West AMOCO, where past activities may have resulted in soil and water contamination within the Proposed Action footprint. Existing structures may contain lead based paint and/or asbestos.</p>	<p>Would not affect hazardous materials.</p>	<p>Would not expect to encounter hazardous materials during construction based on regulatory records and a visual reconnaissance of the areas within and adjacent to the Proposed Action footprint in conjunction with the proposed limited soil disturbance depth near the former US 50 AMOCO site and groundwater monitoring well.</p>	29
<p>Cumulative Impacts</p>	<p>The <i>US 50 West PEL Study (2012a)</i>, Section 3.20, includes an analysis of cumulative impacts. The cumulative effects study area generally includes the PWMD to the west and north, Lake Pueblo to the south, and the Honor Farm and the portion of the city of Pueblo to I-25 to the east, shown on Figure 1. The timeframe for past projects is tied to the modernization of Pueblo’s highway system with the construction of I-25 through Pueblo between 1947 and 1959 and with the construction of the US 50 bypass in 1957. Reasonably foreseeable future projects are based on plans and projections out to 2035 in the <i>PACOG Amended 2035 Long Range Transportation Plan (2011)</i> and in the <i>PACOG 2035 Comprehensive Plan (2002)</i>.</p>	<p>Not applicable because the No Action Alternative is considered part of the past, present, and reasonably foreseeable future actions identified in the cumulative impacts analysis.</p>	<p>This analysis examines the potential cumulative impacts of the past, present, and reasonably foreseeable future actions in the area with the added impacts of the Proposed Action.</p> <p>As an element of the PEL recommended Preferred Alternative, the incremental impact of the Proposed Action would be unlikely to have negative cumulative impacts on environmental resources, when added to other past, present, and reasonably foreseeable future actions.</p>	4, 5, 7, 8, 9, 10, 14, 15, 16, 17, 18

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Cumulative Impacts (Continued)</p>	<p>At the time of its creation in 1969, PWMD had no population. From 1990 to 2000, PWMD experienced rapid growth from 4,396 residents to almost 17,000. The population at the 2010 Census was 29,843. All lands adjacent to US 50 and interchanges are either built out or planned and zoned for development.</p> <p>PWMD appears likely to see continuing growth, approaching a 2035 population of about 45,000, approaching its build-out capacity of 50,000 to 55,000 (PACOG, 2011). The Land Use section summarizes the future land use plans for the area. The PEL recommended Preferred Alternative includes a multi-use pedestrian and bicycle trail, and PWMD is planning the Main McCulloch Blvd Trail.</p> <p>Cumulative impact issues analyzed for the Proposed Action include water quality, wetlands, state species of special concern, and fish habitats associated with Williams Creek and Wild Horse Dry Creek; and shortgrass prairie.</p>		<p>There would be some overall loss of shortgrass prairie and wetland habitats due to the expansion of the roadway. With mitigation measures, there would be revegetation of shortgrass prairie within the project footprint; and the potential for positive impacts, particularly on the water quality, wetlands, and wildlife habitats associated with Williams Creek and Wild Horse Dry Creek. The potential for environmental impacts resulting from the Proposed Action would be minimized because the footprint for transportation improvements would fall within CDOT ROW and PWMD MUE, and mitigation would be implemented for permanent and temporary resource impacts. The proposed intersection improvements would support existing and future development.</p> <p>The regional pond would be located within a previously disturbed parcel to be acquired by CDOT adjacent to the CDOT ROW, and the outlet to an adjacent tributary would cross a section of the City of Pueblo Honor Farm previously disturbed by other drainage structures. The proposed pipeline outlet would be consistent with the Honor Farm Conservation Easement.</p>	<p>4, 5, 7, 8, 9, 10, 14, 15, 16, 17, 18</p>

Table 2. Environmental Impacts of the No Action Alternative and the Proposed Action (Continued)

Resource	Context	No Action Alternative	Proposed Action	Mitigation Tracking Number
<p>Cumulative Impacts (Continued)</p>	<ul style="list-style-type: none"> • Water Quality – Williams Creek and Wild Horse Dry Creek habitats are receiving water bodies for US 50 roadway stormwater runoff. Soil compaction, stream channel erosion, and sedimentation along and within Wild Horse Dry Creek result from illegal off-road vehicle use in the CDOT ROW; and there is currently no water quality treatment for US 50 runoff in the project area. • Wetlands – Tamarisk dominates the wetlands along both Williams Creek and Wild Horse Dry Creek habitats. • State species of special concern and fish habitats associated with Williams Creek and Wild Horse Dry Creek – Stream channel erosion, soil compaction, and sedimentation have modified aquatic and riparian habitats. • Shortgrass Prairie – The extent of native grassland vegetation and associated wildlife habitats have been reduced by US 50 and PWMD development. 			<p>4, 5, 7, 8, 9, 10, 14, 15, 16, 17, 18</p>

WHAT MITIGATION COMMITMENTS WILL BE MADE FOR THE PROPOSED ACTION?

Mitigation commitments for the Proposed Action have been identified in detail for each impacted resource and are presented in **Table 3**.

Table 3. Summary of Impacts and Mitigation for the Proposed Action

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
1	Transportation Resources	Temporary disruption of traffic	A traffic control plan, including bicyclists, to ease travel conditions for motorists and bikeway users will be implemented. There will be public information updates during construction, as identified in the <i>CDOT Standard Specifications for Road and Bridge Construction</i> Section 626 (Public Information Services).	CDOT Design Engineering and CDOT Construction Engineering	Design and Construction
2	Air Quality	Air emissions and fugitive dust during construction	<p>The following best management practices (BMPs) for air quality will be applied:</p> <ul style="list-style-type: none"> • Maintain equipment on a regular basis. Equipment will be subject to inspection by the project manager to ensure maintenance. • Discourage excessive idling of inactive equipment or vehicles. • Control fugitive dust through implementation of CDOT’s <i>Standard Specifications for Road and Bridge Construction</i>, particularly Sections 107.24 (Air Quality Control), 209 (Watering and Dust Palliatives), and 250 (Environmental, Health and Safety Management), and the Air Pollution Control Division’s Air Pollutant Emission Notification requirements. • Locate stationary equipment as far as possible from sensitive receivers, such as residences and schools. <p>These BMPs will be included in the project construction plans.</p>	CDOT Construction Engineering	Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
3	Geologic and Groundwater Resources	Potential to encounter groundwater during bridge pier foundation construction	The contractor will obtain a Colorado Discharge Permit System Construction Dewatering Permit (COG070000).	CDOT Construction Engineering	Construction
4	Water Quality	Erosion and runoff in constructions zones	<p>A stormwater management plan (SWMP) will contain construction BMPs. CDOT will implement these temporary BMPs project-wide to prevent erosion and deposition of sediment. Typical BMPs that are anticipated to be used for this project include:</p> <ul style="list-style-type: none"> • Street sweeping • Stabilized construction entrances • Erosion logs • Removal and disposal of sediment • Aggregate bags • Temporary berms • Check dams • Permanent native seeding and mulching • Silt fence • Placement of soil retention blankets • Concrete washout structures • Placement of plastic fence to protect sensitive areas, such as wetlands • Vehicle tracking pads • Monthly inspections by CDOT Water Quality Program Manager 	CDOT Region 2 Environmental, CDOT Design Engineering, and CDOT Construction Engineering	Design and Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
5	Water Quality	Polluted highway stormwater runoff	<p>Permanent water quality mitigation will implement prevailing regulations and guidelines of the New Development, Redevelopment Program.</p> <p>The SWMP will identify permanent water quality facilities, which include flat swales adjacent to the roadway that will drain into the two EDBs under construction at Wild Horse Dry Creek and the proposed regional pond. Areas disturbed during construction will be revegetated (see Mitigation Tracking Numbers 7, 8, and 9) to also prevent erosion and sedimentation. The swales and EDBs will attenuate flows and allow infiltration, evaporation, and plant transpiration (see Appendix A01).</p> <p>Permanent BMPs will be incorporated into design, including riprap at the Wild Horse Dry Creek bridge abutment, riprap check dams along vegetated swales, and riprap to outfalls to break up concentrated flows.</p>	CDOT Region 2 Environmental, CDOT Design Engineering and CDOT Construction Engineering	Design and Construction
6	Floodplains	Floodplain impacts	<p>Mitigation efforts will be investigated as part of final design to negate impacts as necessary.</p> <p>At Wild Horse Dry Creek, minor channel grading will minimize impacts to WSEs. At Williams Creek, mitigation to minimize the impacts to WSEs is less feasible. However, it is anticipated that the impacts will be contained to the channel and CDOT ROW, requiring no further investigation. A floodplain development permit will be obtained for the work in both Wild Horse Dry Creek and Williams Creek because the rise in the WSE is localized to a distance of 60 ft. downstream of the box, is contained within the channel and CDOT ROW, and will not impact any structures. It is reasonable for CDOT to request a variance from Pueblo County and FEMA to not complete a Conditional Letter of Map Revision.</p>	CDOT Hydraulics Engineering	Design and Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
7	Wetlands	Permanent impacts due to fill within 0.025 acre of wetlands	<p>All permanent wetland impacts will be mitigated at a 1:1 ratio. CDOT would either mitigate on site or purchase wetland mitigation bank credits from the Limon Wetland Bank as mitigation to offset permanent impacts to wetlands.</p> <p>CDOT will implement BMPs to avoid additional impacts to wetlands due to construction activities within and adjacent to the Proposed Action footprint (see Mitigation Tracking Number 5).</p> <p>The vegetation enhancement/restoration strategy at Wild Horse Dry Creek and Williams Creek involves installing riprap at the bridge abutment and drainage rundown locations (see Mitigation Tracking Number 5), removing tamarisk along Williams Creek and Wild Horse Dry Creek, and replacing the tamarisk with willow brush cuttings within the stretch of the drainage from ROW to ROW.</p> <p>CDOT will address the vegetation enhancement/ restoration strategy through revised project Special Specification 214 (Planting). In addition, CDOT will close informal trails within the ROW. Wetland protection measures are included in Mitigation Tracking Number 4.</p>	CDOT Region 2 Environmental and CDOT Construction Engineering	Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
8	Vegetation	Vegetation disturbance	<p>CDOT will develop and implement a revegetation and reseeding plan that will be included in the SWMP for areas disturbed during construction. Specific objectives of the revegetation plan will be identified, such as blending the vegetation with existing vegetation, using native species, and minimizing the spread of noxious and invasive weeds. Erosion control features will minimize soil disturbance. Areas disturbed during construction will be reseeded with a seed mix appropriate for the shortgrass prairie area. Areas along Williams Creek and Wild Horse Dry Creek will be revegetated with a different seed mix appropriate for the soils in the riparian area, as identified in Mitigation Tracking Number 10.</p>	CDOT Region 2 Environmental and CDOT Construction Engineering	Design and Construction
9	SB 40 Resources	Impacts to SB 40 resources along Williams Creek and Wild Horse Dry Creek	<p>BMPs outlined in the <i>SB 40 Guidelines</i> (Colorado Parks and Wildlife [CPW] & CDOT, 2013) are incorporated into this project. The guidelines are in conformance with the following CDOT documents: <i>Erosion Control and Stormwater Quality Guide</i>; <i>Standard Specifications for Road and Bridge Construction</i>; MS4 permit; and <i>Drainage Design Manual</i>.</p> <p>BMPs include revegetating all disturbed areas with a mix of native trees, grasses, and forbs. The SWMP will include the revegetation plan. All areas cleared of tamarisk along Wild Horse Dry Creek and Williams Creek will be replanted with a combination of sandbar willow (1:1 mitigation ratio), other shrubs, and a native grass seed-mix. The replanting will include willow brush cuttings.</p>	CDOT Region 2 Environmental, CDOT Design Engineering, and CDOT Construction Engineering	Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
10	Noxious Weeds	Noxious weed introduction during construction	<p>Noxious weed management objectives will generally be met by implementing the following actions in the project area:</p> <ul style="list-style-type: none"> • Construction contractor to survey the project for noxious weeds throughout construction to identify and treat weeds. • Keep the area of ground disturbance to the minimum necessary. • Thoroughly clean all equipment before entering and exiting the construction area. Include cleaning and disposal of weed infested soil in the cost of Item 626 Mobilization. The contractor shall submit to the engineer a statement certifying that all equipment has been cleaned before initial site arrival. • Do not use areas with noxious weed populations for topsoil salvage. • Use only herbicides approved for use in water in or within 25 feet of wetlands or other water features. • Receive written approval from the engineer to use broadcast herbicide spraying and apply only when weather conditions (including wind) are suitable for such work. • Notify engineer 24 hours before herbicide is applied. • Prohibit the application of herbicides in June through August near Williams Creek and Wild Horse Dry Creek. <p>CDOT will address noxious weed management through revised Project Special Specifications 217 (Herbicide Treatment).</p> <p>Tamarisk removal from Wild Horse Dry Creek is included in Mitigation Tracking Number 7.</p>	CDOT Region 2 Environmental, CDOT Design Engineering, and CDOT Construction Engineering	Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
11	Fish	Construction runoff and siltation, and vegetation removal	See Mitigation Tracking Numbers 4, 5, and 9.	CDOT Region 2 Environmental, CDOT Design Engineering, and CDOT Construction Engineering	Construction
12	Wildlife	Loss of habitat	See Mitigation Tracking Numbers 8 and 9. Temporary concrete barriers will be removed at the end of construction.	CDOT Region 2 Environmental, CDOT Design Engineering, and CDOT Construction Engineering	Construction
13	Migratory Bird Treaty Act (MBTA)	Loss of migratory bird habitat and nests	To avoid and minimize activities that will have an impact on migratory birds and their nests, CDOT will include in project construction plans <i>Standard Special Specification 240</i> (Protection of Migratory Birds). Western Burrowing Owl impacts are addressed in <i>Standard Special Specification 240</i> (Black-Tailed Prairie Dog Management).	CDOT Region 2 Environmental, CDOT Design Engineering, and CDOT Construction Engineering	Design and Construction
14	Threatened/ Endangered Species, State Species of Special Concern	Loss of black-tailed prairie dog habitat within Proposed Action footprint	CDOT will avoid and minimize impacts on known black-tailed prairie dog colonies within the project footprint. CDOT's <i>Impacted Black-Tailed Prairie Dog Policy</i> (2009) and <i>Standard Special Specification 240</i> (Black-Tailed Prairie Dog Management) will be followed for all activities that affect black-tailed prairie dogs within the Proposed Action footprint. CDOT will follow the Black-Tailed Prairie Dog Management Plan for all activities that affect black-tailed prairie dogs within the project footprint.	CDOT Region 2 Environmental and CDOT Construction Engineering	Design and Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
15	Threatened/ Endangered Species, State Species of Special Concern and MBTA	Loss of Western Burrowing Owl habitat within the Proposed Action footprint	Mitigation for potential impacts on the Western Burrowing Owl will be included in the project construction plans. If prairie dog colonies are impacted within the project footprint and CDOT ROW and construction is scheduled to occur during the nesting season (March 15 to October 31) for Western Burrowing Owls, the CDOT staff biologist will survey the area for the presence of Western Burrowing Owls. If Western Burrowing Owls are found at the site, CDOT will coordinate with the United States Fish and Wildlife Service (USFWS) under the MBTA to ensure compliance. CDOT will include <i>Project Special Provision 240</i> in the project construction plans for all activities that affect Western Burrowing Owls within the project area. No Burrowing Owls are expected to be present between November 1 and March 14 (CPW, 2008).	CDOT Region 2 Environmental and CDOT Construction Engineering	Design and Construction
16	Threatened/ Endangered Species, State Species of Special Concern	Loss of massasauga habitat within Proposed Action footprint	Erosion control BMPs included in the SWMP will address potential impacts to the massasauga rattlesnake. If construction activities occur between March 1 and July 31, the CDOT staff biologist and CPW will be consulted prior to construction to determine actions necessary to avoid and minimize impacts.	CDOT Region 2 Environmental, CDOT Design Engineering, and CDOT Construction Engineering	Construction
17	Endangered Species, State Species of Special Concern	Loss of triploid Colorado checkered whiptail habitat within Proposed Action footprint	Erosion control BMPs included in the SWMP will address potential impacts to the triploid Colorado checkered whiptail.	CDOT Region 2 Environmental, CDOT Design Engineering, and CDOT Construction Engineering	Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
18	Threatened/ Endangered Species, State Species of Special Concern	Loss of plains leopard frog and northern leopard frog habitat within the Proposed Action footprint	Erosion control BMPs in the SWMP will address potential impacts to the plains leopard frog and northern leopard frog. If construction activities occur between March 1 and July 31, the CDOT staff biologist and CPW will be consulted prior to construction to determine actions necessary to avoid and minimize impacts. Also application of herbicide near Williams Creek and Wild Horse Dry Creek will be prohibited during June to August (frog metamorphosis period) (see Mitigation Tracking Number 8).	CDOT Region 2 Environmental, CDOT Design Engineering, and CDOT Construction Engineering	Construction
19	Historic and Archaeological Resources	Ground disturbance by heavy equipment and construction activities have the potential to encounter unknown buried cultural material	If any subsurface cultural materials are exposed during any phase of construction, the CDOT senior staff archaeologist will be contacted immediately to assess and evaluate the materials for eligibility to the National Register of Historic Places. The Contractor shall comply with <i>CDOT Standard Specification 107.23</i> (Archaeological and Paleontological Discoveries), as identified in the project construction plans.	CDOT Region 2 Environmental and CDOT Construction Engineering	Construction
20	Paleontological Resources	Ground disturbance by heavy equipment and construction activities, including excavation and drilling for bridge piers, have the potential to encounter unknown paleontological resources	If any subsurface bones or other potentially significant fossils are found anywhere within the US 50 project area during construction, work in the immediate vicinity should be temporarily suspended, and the CDOT staff paleontologist should be notified immediately to assess the significance of the find and to make further recommendations. The Contractor shall comply with <i>CDOT Standard Specification 107.23</i> (Archaeological and Paleontological Discoveries), as identified in the project construction plans.	CDOT Region 2 Environmental and CDOT Construction Engineering	Construction
21	Land Use	Grading on easements to improve drainage	See Mitigation Tracking Number 8.	CDOT Region 2 Environmental and CDOT Construction Engineering	Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
22	Social Resources	Temporary traffic impacts	<p>CDOT will coordinate with local communities, including the City of Pueblo and Pueblo West Metro District, for construction practices that will minimize disruption of traffic flow.</p> <p>CDOT will implement a Public Information Outreach campaign during construction, as identified in CDOT <i>Standard Specifications for Road and Bridge Construction</i> Section 626 (Public Information Services).</p> <p>CDOT will implement a way-finding and signage system to ease travel conditions for motorists and bikeway users.</p>	CDOT Construction Engineering and Public Information Office	Construction
23	Environmental Justice	Temporary traffic impacts	See Mitigation Tracking Number 22.	CDOT Construction Engineering and CDOT Public Information Office	Construction
24	Right-of-Way	ROW easement acquisitions	CDOT will follow the Uniform Relocation Act.	CDOT ROW	Design
25	Utilities	Utility relocation	Coordinate utility relocation with utility companies during final design.	CDOT Design Engineering, CDOT Construction Engineering, and CDOT Utilities	Design and Construction
26	Parks/Recreation Resources and Section 4(f) and 6(f) Resources	Impacts to planned trail and pedestrian facilities	<p>Coordinate the design and construction of the proposed WB right-turn lane at McCulloch Blvd and US 50 with the Main McCulloch Blvd Trail being planned by PWMD.</p> <p>Coordinate with PWMD for pedestrian crossings at Purcell Blvd.</p>	CDOT Design Engineering and CDOT Construction Engineering	Design and Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
27	Noise	Traffic impacts	<p>One noise abatement barrier was found to be both feasible and reasonable and has been recommended for the Proposed Action—at the Stonegate Village residential complex. Traffic noise levels would be reduced for 18 impacted residential receptors. Possible noise abatement barriers were evaluated for several other locations, but these were determined to not meet feasibility and reasonableness criteria.</p> <p>Final noise abatement decisions will be made during the final design and public involvement phases of the project. Coordination on noise abatement decisions, including residents and property owners who would benefit from the identified noise abatement barrier, will occur at that time, as necessary.</p> <p>For temporary elevated noise levels experienced during construction, standard abatement measures shall be incorporated into construction contracts, where it is feasible:</p> <ul style="list-style-type: none"> • Manage construction activities to keep noisy activities as far from sensitive receptors as possible. • Notify neighbors in advance when construction noise may occur and its expected duration so that they may plan appropriately. • Keep exhaust systems on equipment in good working order. Maintain equipment on a regular basis and subject it to inspection by the construction project manager to ensure maintenance. • Use properly designed engine enclosures and intake silencers where appropriate. • Use temporary noise barriers where appropriate and possible. • Locate stationary equipment as far from sensitive receptors as possible. 	CDOT Construction Engineering	Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
28	Visual Resources/ Aesthetics	Visual impact of grading, WB bridge widening, and grade-separated interchanges	<p>Final design will emphasize blending roadside grading with existing contours to achieve a natural appearance, as much as practicable, and minimize cuts and fill. Native seeds for revegetation will be used. The EB bridge pedestrian fence has a dark and non-reflective surface. The EB bridge pedestrian fence has a dark and non-reflective surface.</p> <p>Select colors for interchange overpasses and retaining walls that blend in and complement landscape features.</p> <p>Temporary concrete barriers will be removed at the end of construction.</p>	CDOT Design Engineering and CDOT Construction Engineering	Design and Construction
29	Hazardous Materials/ Waste	Encountering hazardous materials	<p>CDOT <i>Standard Specifications</i> Section 250 (Environmental, Health and Safety Management) for assessing, handling, transporting, and disposing of hazardous materials will be implemented if hazardous materials are encountered during construction.</p> <p>Even though this Initial Site Assessment identified no significant active waste sites, because of the magnitude of the project and partial acquisition of a previously closed contaminated property (50 West Amoco site), a contractor prepared Materials Management Plan (MMP) that adheres to <i>CDOT Standard Specification</i> Section 250.03 will be required. The MMP must be submitted to CDOT for approval at least 10 days prior to project initiation. During construction, should hazardous or petroleum waste be encountered, the work at that location should stop, the procedures in the contractor's MMP should be implemented, and the CDOT project engineer should be notified immediately.</p>	CDOT Construction Engineering	Construction

Table 3. Summary of Impacts and Mitigation for the Proposed Action (Continued)

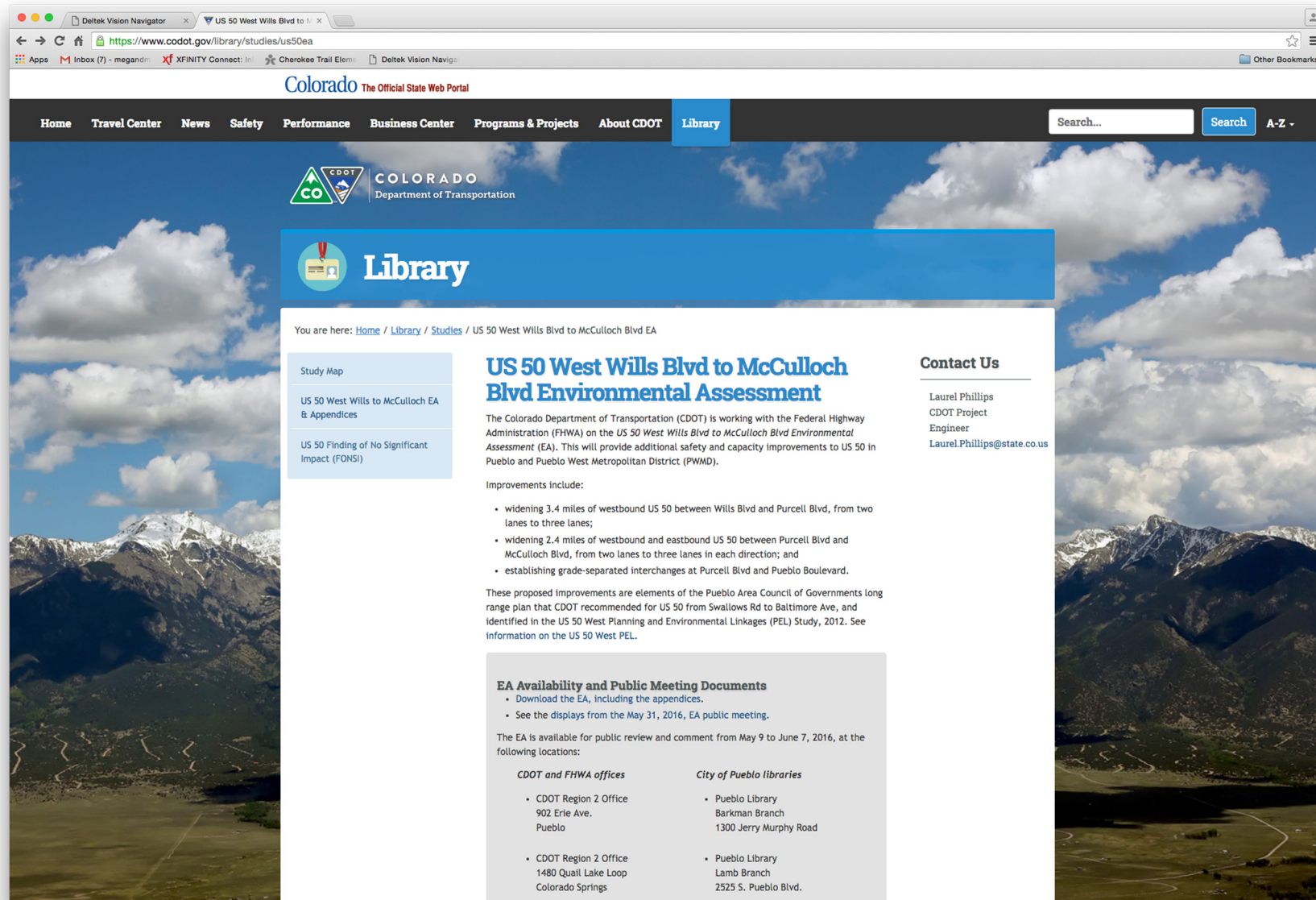
Tracking Number	Mitigation Category	Impact	US 50 West EA (Project Number: STA 0503-085) Mitigation Commitment	Responsible Branch	Timing/Phase That Mitigation Will Be Implemented
	Hazardous Materials/Waste (Continued)		<p>If dewatering is necessary, groundwater brought to the surface will be managed according to Section 107.25 of the <i>CDOT Standard Specifications for Road and Bridge Construction</i>.</p> <p>Due to the potential presence of asbestos containing materials and lead containing paint, surveys for both will be conducted on any structures to be demolished as part of the project and the regulated materials should be managed in accordance with <i>CDOT Standard Specifications</i> Section 250.07 General and Section 250.04 Heavy Metal Based Paint Management.</p> <p>Structural excavation, such as caisson construction, may require the dewatering of contaminated groundwater. If dewatering is necessary, groundwater brought to the surface will be managed according to <i>CDOT Standard Specifications</i> Section 107.25 Water Quality Control.</p>		

REFERENCES

- City of Pueblo Honor Farm Master Plan Advisory Committee and Design Concepts, Inc. 2007. *Honor Farm and Open Space Master Plan*. November
- Colorado Department of Transportation (CDOT). 2012a. *US 50 West Planning and Environmental Linkages Study*. June. [Available in Appendix A02]
- Colorado Department of Transportation (CDOT). 2012b. *US 50 West PEL Implementation Plan*. June. [Available in Appendix A03]
- Colorado Department of Transportation (CDOT). 2013. *Final Environmental Impact Statement and Section 4(f) Evaluation for I-25 Improvements Through Pueblo*. September.
- Colorado Department of Transportation (CDOT). 2015. *US 50 West Wills Blvd to BNSF Acceleration Lane Categorical Exclusion*. October.
- Colorado Parks and Wildlife (CPW). 2008. *Recommended Survey Protocol and Actions to Protect Nesting Burrowing Owls*. February.
- Colorado Parks and Wildlife (CPW) and Colorado Department of Transportation (CDOT). 2013. *Guidelines for Senate Bill 40 Wildlife Certification Developed and Agreed Upon by Colorado Parks and Wildlife and the Colorado Department of Transportation*. April 2013.
- Federal Highway Administration (FHWA). 2015. *Guidelines for the Visual Impact Assessment of Highway Projects*. January.
- Pueblo Area Council of Governments (PACOG). 2002. *2035 Comprehensive Plan: Pueblo Regional Development Plan*. July.
- Pueblo Area Council of Governments (PACOG). 2011. *Amended 2035 Long-Range Transportation Plan*.
- United States Army Corps of Engineers (USACE). 2007. Regulatory Guidance Letter. No. 07-02. Dated July 4.

**APPENDIX A. US 50 WEST, WILLS BLVD TO McCULLOCH BLVD (MILEPOST 313 TO MILEPOST 307)
ENVIRONMENTAL ASSESSMENT**

APPENDIX B. EA AVAILABILITY AND PUBLIC MEETING NOTIFICATION DOCUMENTATION



CDOT Wants to Hear From You About US 50!

CDOT proposes additional improvements to reduce congestion and improve safety on US 50. The public review period for the US 50 West - Wills Blvd to McCulloch Blvd Environmental Assessment (EA) is May 9 to June 7. Join us for a public meeting on Tuesday, May 31, to review, discuss and comment. Visit the project website to view the EA and project webmap, submit comments, and find locations where the EA is available.

Ways to comment on the US 50 EA:

Public Meeting: May 31, 5:00 pm to 7:00 pm at the Pueblo West Library 298 S. Joe Martinez Blvd.

Online: Project website



Mail: CDOT Region 2, Laurel Phillips 902 Erie Ave, Pueblo, CO 81001

Fax: 719-546-5702



50 US 50 West Wills Blvd to McCulloch Blvd Environmental Assessment



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CDOT proposes additional improvements to reduce congestion and improve safety on US 50. The public review period for the US 50 West - Wills Blvd to McCulloch Blvd Environmental Assessment (EA) is May 9 to June 7. Join us for a public meeting on Tuesday, May 31, to review, discuss and comment. Visit the project website to view the EA and project webmap, submit comments, and find locations where the EA is available.

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www.codot.gov/library/studies/us50ea

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902 Erie Ave, Pueblo, CO 81001

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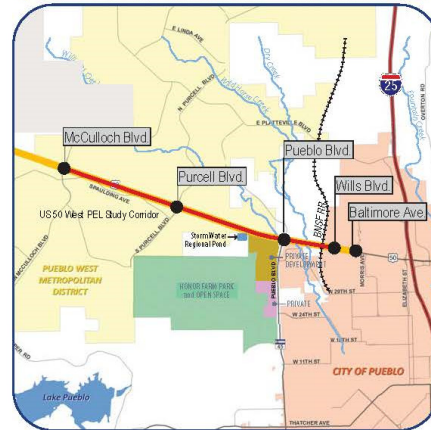
COLORADO
Department of
Transportation



US 50 West Wills Blvd
to McCulloch Blvd
Environmental Assessment

50 US 50 West Wills Blvd to McCulloch Blvd
Environmental Assessment - Public Meeting

We Want to Hear from You!



CDOT and Federal Highway Administration invite you to join us for a public meeting for the US 50 West Environmental Assessment (EA). The project would allow additional improvements to reduce congestion and improve safety on US 50.

The EA will be available for public review and your comments will be accepted from May 9 to June 7. To view the document and a list of public repositories, visit the project website at: www.codot.gov/library/studies/us50ea



US 50 West Wills Blvd to McCulloch Blvd
Environmental Assessment
Public Meeting

May 31, 2016, 5:00 p.m. to 7:00 p.m.
Pueblo West Library
298 S. Joe Martinez Blvd.

Written comments can be provided from
May 9 - June 7 in the following ways:

1. At the Public Meeting - comment cards will be provided
2. Online at www.codot.gov/library/studies/us50ea
3. Mail to CDOT Region 2, c/o Laurel Phillips, 902 Erie Ave.
Pueblo, CO 81001
4. Fax 719-546-5702