FINDING OF NO SIGNIFICANT IMPACT

PROGRAMMATIC ENVIRONMENTAL ASSESSMENT TO REPAIR, REPLACE, RELOCATE ROADS, BRIDGES AND TRAILS IN THE STATE OF COLORADO

The Federal Emergency Management Agency (FEMA) and the Federal Highway Administration (FHWA) have completed a Programmatic Environmental Assessment (PEA) in accordance with the National Environmental Policy Act (NEPA), National Historic Preservation Act (NHPA) and tribal considerations, Endangered Species Act (ESA); Executive Orders (EO) addressing Floodplains (EO 11988), Wetlands (EO 11990), and Environmental Justice (EO 12898); and Federal agency implementation procedures, including 23 CFR Part 771 and 44 CFR Part10. Opportunity for public comment was provided and substantive comments have been incorporated into the final document.

BACKGROUND

The PEA is intended to address proposed projects to repair, replace and relocate roads, bridges and trails that have been damaged by major disasters throughout the State of Colorado, and is incorporated by reference. The majority of the proposed project funding will be provided by FHWA or FEMA, but some funding may be provided by other federal, state and local sources. The PEA is in response to the 2013 floods, but will also apply to future disasters including floods, tornados, fires, etc. This analysis is programmatic in nature and does not address site-specific impacts, which would be evaluated on a project-specific basis prior to approval. Appropriate agency consultation and necessary documentation will be required to ensure compliance with applicable federal, tribal, state and local laws, regulations, EO, etc.

The PEA evaluated five alternatives: (1) No Action; (2) Replacement; (3) Relocation; (4) New Structure Design; and (5) Alternate route. Specific items of work may include, but will not be limited to:

- Operating equipment within waterways as needed for retrieval of flood debris and roadway material to allow repair, replacement and relocation of damaged facilities
- Placement of temporary structures, bridges, crossings, utilities, staging areas, access and safety features, as needed during construction
- Repair, replacement and relocation of damaged structures, bridges, roadways, trails, and ancillary facilities such as utilities, bike lanes, paths, etc.
- Minor water channel modifications necessary to reestablish embankments and accommodate repair, replacement and relocation of facilities
- Repair, replacement and relocation of culverts, pipes and other drainage structures and crossings
- Repair, replacement and relocation of signals, signs, pavement marking, and safety features such as guardrail, etc.

MITIGATION MEASURES

Project impacts that are implemented at an individual or cumulative scale such as to produce significant impacts can generally be reduced below the level of significance through avoidance, minimization, or by mitigating for individual impacts using mitigation measures as described below. A Road, Bridge and Trail Checklist will be used to define any significant individual or cumulative impacts requiring mitigation on a project-specific basis. If impact avoidance cannot be achieved, specific mitigation measures will be undertaken by the Agencies to reduce any potentially significant impacts to less than significant levels.

1. The Agencies will consult with the State/Tribal Historic Preservation Office on project specific activities for any project that has the potential to affect previously undisturbed areas or historic properties.

2. If during the course of any ground disturbance related to this project, cultural materials are discovered, the project would be immediately stopped and the SHPO/THPO and the relevant Agency notified.

3. To avoid impacts to cultural resources at material borrow sites, the borrow material must be from existing permitted sites or the site must be reviewed and approved by SHPO or THPO prior to use.

4. If projects extend outside of the previously disturbed road footprint and wetland areas will be impacted, the Agencies will evaluate individual and cumulative impacts and implement avoidance, minimization and/or mitigation measures as necessary to reduce impacts below level of significance.

5. The Agencies will implement avoidance measures per consultation with the US Fish and Wildlife Service for any road, bridge or trail relocation projects that have the potential to affect biological resources, including Threatened and Endangered Species or migratory bird species.

6. The Agencies will consult with US Fish and Wildlife Service and/or Natural Resources Conservation Service for any project which extends outside of the road right of way and has the potential to affect land use, including Fish and Wildlife Service easements, prime farmland, or farmland of state/local significance.

7. The Agencies will coordinate with CPW on measures to reduce impacts to game species, fish, birds, etc. of state concern; and with other state resource and regulatory agencies, as appropriate.

8. To mitigate for impacts to floodplain, a hydrology and hydraulics study will be completed to ensure the flow of flood waters. The project must not serve as a dam or otherwise impede water movement thus aggravating flooding upstream of the roadway.

9. A project erosion control plan to minimize soil loss, including the use of Best Management Practices, to isolate the construction site and minimize adverse effects of soil loss and sedimentation on soil and water resources will be implemented.

10. Construction noise levels will be minimized by ensuring that construction equipment is equipped with a recommended muffler in good working order or implementation of other appropriate measures. Impact to noise levels could be minimized by limiting construction activities that occur during early morning or late evening hours.

11. To mitigate for fugitive dust during construction, periodic watering of active construction areas, particularly in areas close to sensitive receptors (e.g. hospitals, senior citizen homes, and schools) will be implemented.

12. All waste material associated with the project must be disposed of properly and not placed in identified floodway or wetland areas or in habitat for threatened or endangered species. All material resulting from demolition activities, including asbestos and lead paint will be disposed of in a landfill permitted for the specific type of waste.

13. To minimize any potential hazards to occupational health and safety, construction workers and equipment operators are required to wear appropriate PPE and to be properly trained for the work being performed, including removal and disposal of asbestos and lead-based paint for demolition projects.

14. To minimize the impact to emergency services the Agencies will coordinate with the emergency service providers to determine the best strategy to alleviate any delays or disruptions of service.

FINDINGS

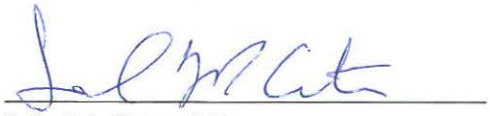
Based upon the information contained in the referenced Final PEA completed in accordance with the National Environmental Policy Act (NEPA), National Historic Preservation Act (NHPA) and tribal considerations, Endangered Species Act (ESA); Executive Orders (EO) addressing Floodplains (EO 11988), Wetlands (EO 11990), and Environmental Justice (EO 12898); and Federal agency implementation procedures, including 23 CFR Part 771 and 44 CFR Part10, it is found that the Action Alternative(s), with the prescribed mitigation measures and stipulations, would have no significant adverse impact on the human environment. As a result of this **Finding of No Significant Impact (FONSI),** an Environmental Impact Statement will not be prepared.

APPROVAL

05/12/2014

Steven E. Hardegen
FEMA Region VIII
Environmental Officer

Date



5/8/2014

John M. Cater, P.E.
FHWA Colorado Division
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Date

05/09/2014

Michael Davies, P.E.
FHWA CFLHD
Director of Project Delivery

Date