

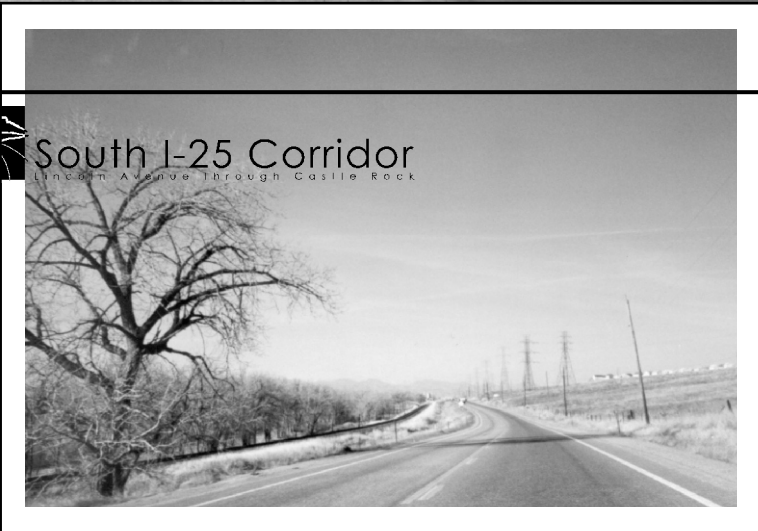


October 2002

PBSJ



South I-25 Corridor
Lincoln Avenue Through Castle Rock



South I-25 Corridor and US 85 Corridor

Revised Record of Decision

October 2002



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LIST OF ACRONYMS

APE	Area of Potential Effect
AT&SF	Atchison, Topeka & Santa Fe
BMP	Best Management Practices
CDOT	Colorado Department of Transportation
CDOW	Colorado Division of Wildlife
CDPS	Colorado Discharge Permit System
CEQ	Council on Environmental Quality
DEIS	Draft Environmental Impact Statement
D&RG	Denver and Rio Grande
DMNS	Denver Museum of Nature and Science
DRCOG	Denver Regional Council of Governments
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
IPMP	Integrated Pest Management Plan
IREA	Intermountain Rural Electric Association
MP	Milepost
NAWMA	North American Weed Management
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
PMJM	Preble's Meadow Jumping Mouse
RTP	Regional Transportation Plan
ROD	Record of Decision
ROW	Right-of-Way
SEBD	Southeast Business District
SH	State Highway
SHPO	State Historic Preservation Officer
SOV	Single Occupant Vehicle
SWMP	Stormwater Management Plan
TDM	Transportation Demand Management
VMS	Variable Message Sign
UCM	University of Colorado Museum
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

SUMMARY

The **May 2001 FEIS** for the South I-25 Corridor and US 85 Corridor project fully evaluated a “Preferred Alternative” and an “Other Alternative.” The Other Alternative was the choice of the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). However, certain elements of the Other Alternative were not included in the Denver Regional Council of Governments (DRCOG) 2020 Regional Transportation Plan (RTP), and could not be selected by FHWA. Therefore, in August 2001, FHWA issued a Record of Decision (ROD) approving the Preferred Alternative (with minor modifications) as the Selected Alternative. In April 2002, DRCOG approved the 2025 Interim RTP, thus enabling the FHWA to issue this Revised Record of Decision for the South I-25 Corridor elements of this project. The changes included in the 2025 Interim RTP are:

- Addition of the RidgeGate Parkway Interchange
- Removal of the Surrey Ridge Road Interchange ramps (maintain I-25 underpass)
- Removal of the Schweiger Interchange ramps (maintain I-25 underpass)
- Addition of an I-25 east-side frontage road from Castle Pines Parkway to RidgeGate Parkway

To complete the process, this document is revising the August 2001 ROD to match these RTP amendments. These changes have been fully evaluated and disclosed in the FEIS and ROD. An additional design revision included in this Revised ROD is the decision by the Town of Castle Rock and FHWA to relocate the I-25 northbound ramps to construct a standard diamond interchange at Plum Creek Parkway.

As a result of this revised decision, impacts to the Preble’s Meadow Jumping Mouse habitat are reduced by 0.23 hectare (0.57 acre), a 13% decrease from the August 2001 ROD Selected Alternative. Minor increases in environmental impacts occur for impervious surfaces (8.0 hectares or 20.0 acres), vegetation (17.4 hectares or 43.0 acres), wildlife habitat loss (16.8 hectares or 41.6 acres,) wetlands (0.008 hectare or 0.02 acre), and Other Waters of the US (0.012 hectare or 0.03 acre). As the design process continues, minor changes will continue to occur and will reduce environmental impacts, where possible. The mitigation commitments for the total environmental impacts of the project continue.

This Revised ROD makes no changes to the Section 4(f) statement and no changes to the US 85 Corridor elements of the project; however, these sections are repeated because the Revised ROD is a stand-alone document. Therefore, these sections are noted as “unchanged” in the section heading. For sections with minor changes or updates, these headings are so noted as “minor changes” and “updated”, respectively.

This document presents the revised decision in Section 1, a discussion of regional planning and development changes that led to the revised decision in Section 2, details of the October 2002 Selected Alternative in Section 3, and a discussion of Section 4(f) properties in Section 4. Mitigation commitments are discussed in Section 5. Sections 6, 7, and 8 present discussions of public involvement, the monitoring and enforcement program, and the decision, respectively.

1.0 REVISED DECISION

This Section Has Been Updated From The 2001 ROD

The purpose of this Revised Record of Decision (ROD) is to document the Federal Highway Administration's (FHWA) revised decision on the South I-25 Corridor and the US 85 Corridor project, in Douglas County, Colorado. This revised ROD has been prepared in compliance with FHWA Regulation 23 CFR 771 and Council on Environmental Quality (CEQ) Regulation 40 CFR 1500-1508, and the National Environmental Policy Act (NEPA) of 1970, as amended (42 USC §§ 4321 *et seq.*). FHWA and the Colorado Department of Transportation (CDOT) have made the decision to construct a variation of the Selected Alternative as presented in the ***August 2001 South I-25 Corridor and US 85 Corridor Record of Decision***. The elements of the October 2002 Selected Alternative were fully evaluated in the ***South I-25 Corridor and US 85 Corridor Final Environmental Impact Statement*** (FEIS), May 2001, and discussed in the August 2001 ROD.

The August 2001 ROD Selected Alternative

The August 2001 ROD Selected Alternative for the I-25 Corridor and US 85 Corridor is presented in Figure 1.1. Major components of the August 2001 ROD Selected Alternative along the I-25 Corridor included:

- Eight lanes between C-470 and Meadows/Founders Parkway
- Six lanes between Meadows/Founders Parkway and Douglas Lane
- I-25 east-side frontage road between Schweiger Interchange and Surrey Ridge Road Interchange
- Reconstruction of the Schweiger Interchange into a half-diamond interchange (improve and reconstruct northern ramps and remove southern ramps)
- Reconstruction of the Surrey Ridge Road Interchange into a three-quarter diamond interchange (improve and reconstruct southern ramps and northeast ramp, remove northwest ramp)
- Construction of Castle Pines Parkway loop ramp
- Widening of the Happy Canyon Road Bridge
- Construction of carpool lot (accommodating 500 spaces) in northeast quadrant of the I-25 and Castle Pines Parkway Interchange
- Minor I-25 realignment to the east between Wolfensberger Road and Liggett Road
- Construction of a new Union Pacific Railroad Bridge, south of the existing bridge

Major components of the August 2001 ROD Selected Alternative along the US 85 Corridor included:

- Six lanes between C-470 and Highlands Ranch Parkway
- Four lanes between Highlands Ranch Parkway and Meadows Parkway
- US 85/State Highway (SH) 67 Intersection reconfiguration
- Sedalia Frontage Road
- US 85 minor realignment at Cook Ranch (approximate milepost [MP] 195.4)
- Bicycle/pedestrian facilities along US 85
- High Line Canal Trail grade-separated crossing under US 85
- Enhanced wildlife crossings

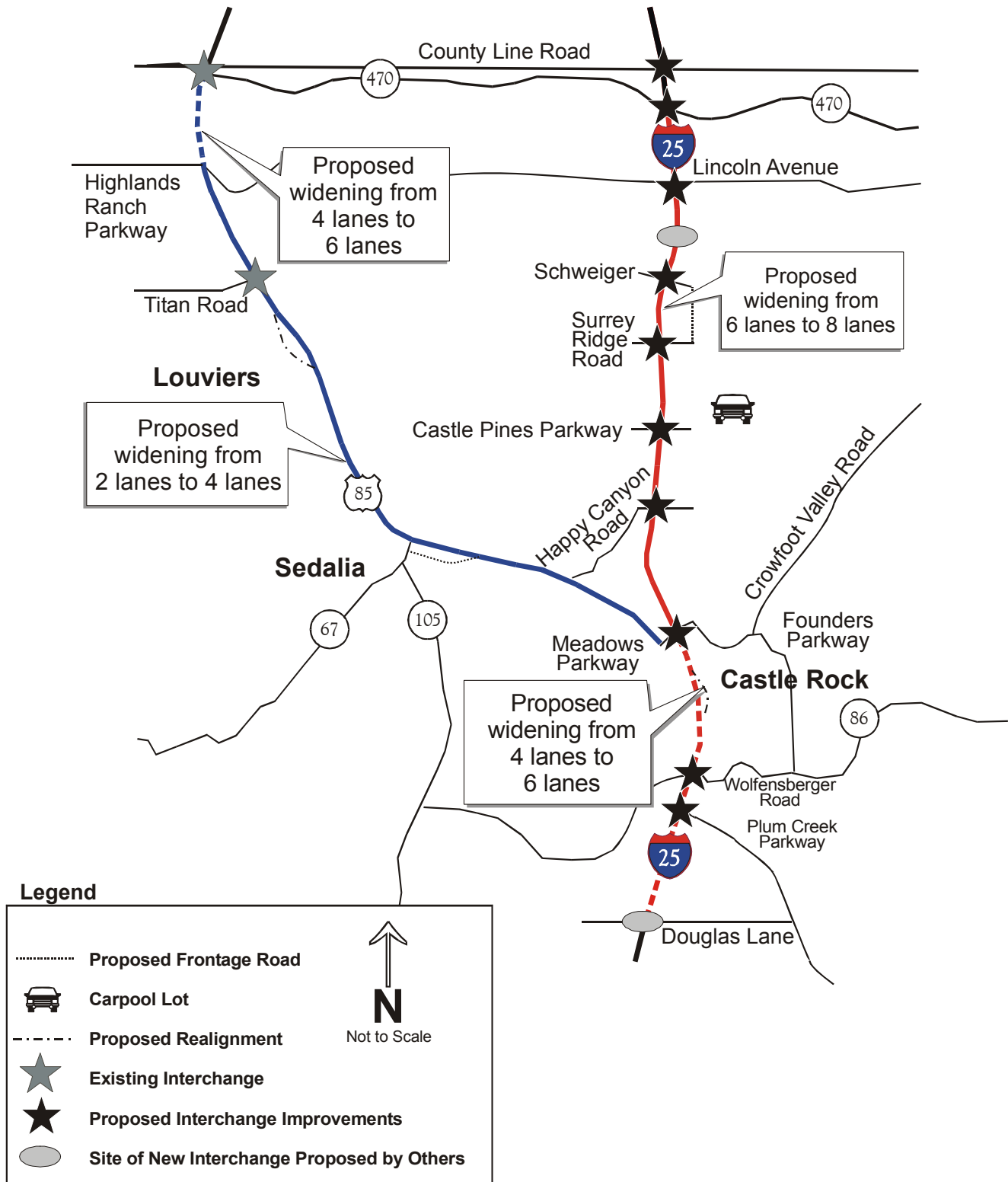
The revisions to the August 2001 ROD Selected Alternative along the I-25 Corridor, shown in Figure 1.2 include:

- Addition of the RidgeGate Parkway Interchange and Frontage Road to Schweiger
- Removal of the Schweiger Half Diamond Interchange (maintain the underpass)
- Removal of the Surrey Ridge Road Three-Quarter Diamond Interchange (maintain the underpass)
- Extension of the Frontage Road from Surrey Ridge Road to Castle Pines Parkway, thereby providing a frontage road from Schweiger to Surrey Ridge Road (approved in August 2001 ROD), and from Surrey Ridge Road to Castle Pines Parkway
- Modifications to the Plum Creek Parkway Interchange improvements

These revisions are in compliance with the Denver Regional Council of Governments (DRCOG) 2025 Interim Regional Transportation Plans and were fully evaluated and discussed in the FEIS and August 2001 ROD.

There are no revisions to the August 2001 ROD Selected Alternative along the US 85 Corridor.

Figure 1.1
August 2001 ROD
Selected Alternative Schematic



The October 2002 Selected Alternative

The October 2002 Selected Alternative for the I-25 Corridor and US 85 Corridor is shown in Figure 1.2.

Major components of the Revised ROD Selected Alternative along the I-25 Corridor are listed below.

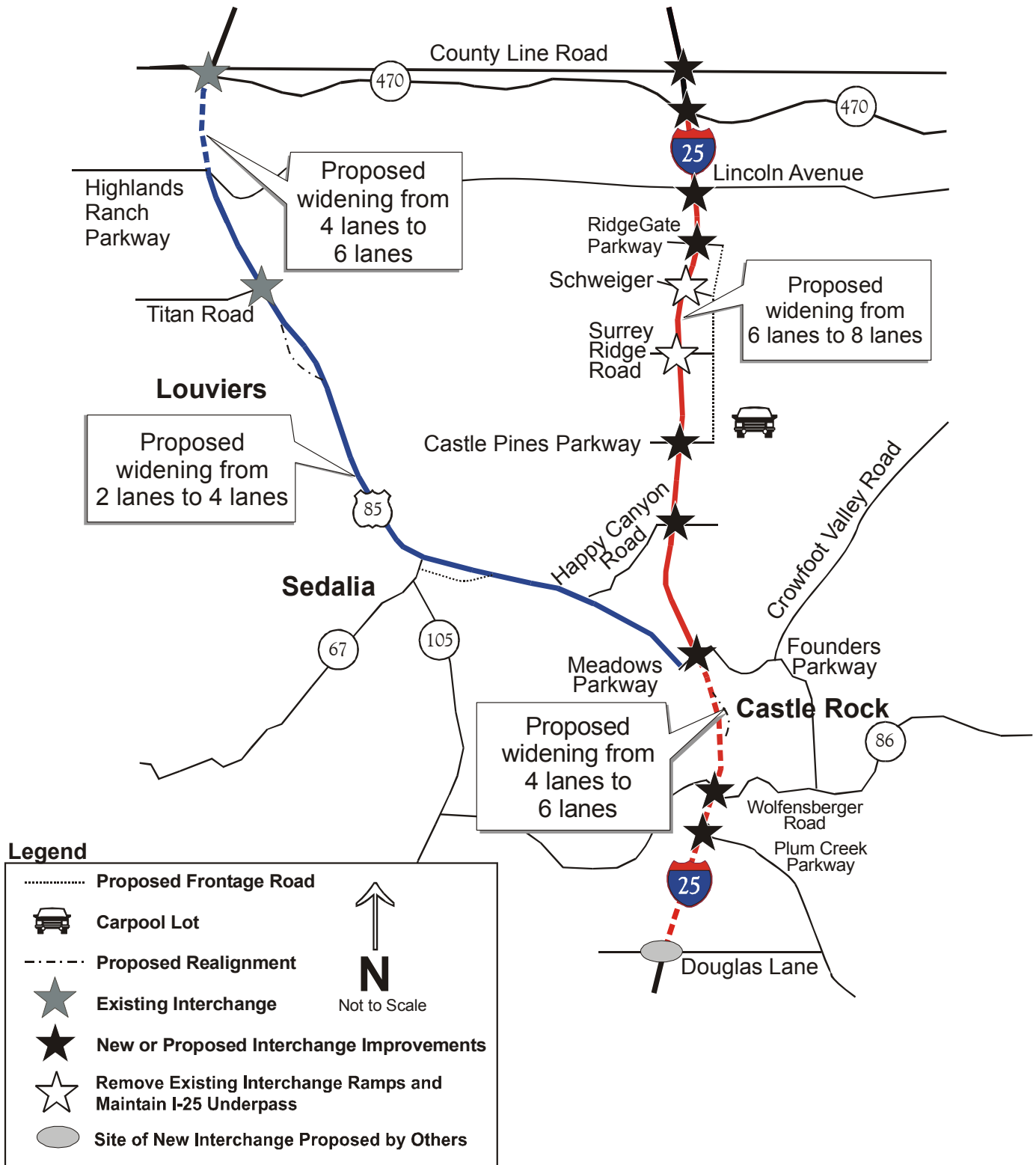
- Eight lanes between C-470 and Meadows/Founders Parkway
- Six lanes between Meadows/Founders Parkway and Douglas Lane
- Construction of the RidgeGate Parkway Interchange
- Construction of east-side Frontage Road between RidgeGate Parkway and Castle Pines Parkway
- Removal of northern and southern ramps at the Schweiger Interchange (maintain I-25 underpass)
- Removal of the northern and southern ramps at the Surrey Ridge Road Interchange (maintain I-25 underpass)
- Construction of the Castle Pines Parkway loop ramp
- Widening of the Happy Canyon Road Bridge
- Construction of car pool lot (accommodating 500 spaces) in northeast quadrant of the I-25 and Castle Pines Parkway Interchange
- Minor I-25 realignment to the east between Wolfensberger Road and Liggett Road
- Construction of a new Union Pacific Railroad Bridge, south of the existing bridge
- Reconstruction of the Plum Creek Parkway Interchange

Major components of the Revised ROD Selected Alternative along the US 85 Corridor include:

- Six lanes between C-470 and Highlands Ranch Parkway
- Four lanes between Highlands Ranch Parkway and Meadows Parkway
- US 85/State Highway (SH) 67 Intersection reconfiguration
- Sedalia Frontage Road
- US 85 minor realignment at Cook Ranch (approximate milepost [MP] 195.4)
- Bicycle/pedestrian facilities along US 85
- High Line Canal Trail grade-separated crossing under US 85
- Enhanced wildlife crossings

A more detailed description of the Revised ROD Selected Alternative is provided in Section 3.0, *Revised ROD Selected Alternative*.

Figure 1.2
October 2002 ROD
Selected Alternative Schematic



2.0 REGIONAL PLANNING AND DEVELOPMENT CHANGES

This Section Has Been Added To The 2001 ROD

Several changes in regional planning and land development in the study area led to the Record of Decision (ROD) revisions. Each is described below.

- *Approval of the RidgeGate Planned Development District.* The Planned Development District Land Use Plan for the RidgeGate Development (then known as Rampart Range) and associated traffic studies were completed in July 2000. On August 29, 2000, the RidgeGate Development was annexed by the City of Lone Tree with a vote of 824-606, with 45 percent of Lone Tree voters participating in the election.
- *Revisions to the Regional Transportation Plan.* The Denver Regional Council of Governments (DRCOG) 2025 RTP (April, 2002) includes the following changes: addition of the RidgeGate Parkway Interchange, removal of the Schweiger Interchange ramps, removal of the Surrey Ridge Road Interchange ramps, and addition of an I-25 east-side frontage road from Castle Pines Parkway to RidgeGate Parkway.
- *The RidgeGate Parkway Interchange System and Project Level Feasibility Study.* The RidgeGate Parkway Interchange was an element of the Other Alternative in the Final Environmental Impact Study (FEIS). Following the FEIS and ROD, the City of Lone Tree initiated Colorado Department of Transportation's (CDOT) 1601 process (Policy Directive 1601, October 2000). This process requires feasibility studies for new interchange proposals on state highways and interstates. These studies must determine the traffic impacts of the proposed interchange on the regional highway system and the impacts on the local street network and must also demonstrate satisfactory operation of the proposed interchange. The RidgeGate Parkway Interchange System and Project Level Feasibility Study was completed in May 2002 and approved by the CDOT Transportation Commission in June 2002.
- *Plum Creek Parkway Interchange.* The Town of Castle Rock and CDOT reevaluated the Plum Creek Parkway Interchange and based on this analysis the Town has passed a resolution to relocate the northbound ramps of this interchange north to Plum Creek Parkway to create a standard diamond interchange.

3.0 THE OCTOBER 2002 SELECTED ALTERNATIVE

This Section Has Been Updated From The 2001 ROD

The revisions to the August 2001 Record of Decision (ROD) Selected Alternative occur along the I-25 Corridor at milepost 192 (the RidgeGate Parkway Interchange), the Schweiger Interchange, the Surrey Ridge Road Interchange, and the Plum Creek Parkway Interchange. There are no revisions to the August 2001 ROD Selected Alternative along the US 85 Corridor.

Major components of the October 2002 Selected Alternative along the I-25 Corridor include:

- Eight lanes between C-470 and Meadows/Founders Parkway
- Six lanes between Meadows/Founders Parkway and Douglas Lane
- Construction of the RidgeGate Parkway Interchange
- Construction of east-side frontage road between RidgeGate Parkway and Castle Pines Parkway
- Removal of northern and southern ramps at the Schweiger Interchange (maintain I-25 underpass)
- Removal of the northern and southern ramps at the Surrey Ridge Road Interchange (maintain I-25 underpass)
- Construction of the Castle Pines Parkway loop ramp
- Widening of the Happy Canyon Road Bridge
- Construction of car pool lot (accommodating 500 spaces) in northeast quadrant of the I-25 and Castle Pines Parkway Interchange
- Minor I-25 realignment to the east between Wolfensberger Road and Liggett Road
- Construction of a new Union Pacific Railroad Bridge, south of the existing bridge
- Reconstruction of the Plum Creek Parkway Interchange

Major components of the October 2002 Selected Alternative along the US 85 Corridor remain as in the August 2001 ROD and include:

- Six lanes between C-470 and Highlands Ranch Parkway
- Four lanes between Highlands Ranch Parkway and Meadows Parkway
- US 85/State Highway (SH) 67 Intersection reconfiguration
- Sedalia Frontage Road
- US 85 minor realignment at Cook Ranch (approximate milepost [MP] 195.4)
- Bicycle/pedestrian facilities along US 85
- High Line Canal Trail grade-separated crossing under US 85
- Enhanced wildlife crossings

3.1 I-25 CORRIDOR ELEMENTS OF THE OCTOBER 2002 SELECTED ALTERNATIVE

This Section Has Minor Changes From The 2001 ROD

The alignment and typical section for the October 2002 Selected Alternative within the I-25 Corridor are described in the following sections. During final design, minor design changes may be made to further avoid, minimize, and mitigate impacts.

3.1.1 I-25 Corridor Alignment for the October 2002 Selected Alternative

This Section Is Unchanged From The 2001 ROD

The October 2002 Selected Alternative generally follows the existing alignment along the entire section of I-25 (between C-470 and Douglas Lane), with a minor realignment between Wolfensberger Road (MP 182) and Liggett Road (MP 182.5) where the existing centerline shifts to the east.

As part of the October 2002 Selected Alternative, the interstate is generally widened to the outside between C-470 and Lincoln Avenue. From Lincoln Avenue to Meadows/Founders Parkway, the shoulder is generally converted to a travel lane and a new shoulder is constructed. Between Meadows/Founders Parkway and Douglas Lane, the entire interstate is reconstructed with widening primarily to the inside.

3.1.2 I-25 Corridor Typical Section for the October 2002 Selected Alternative

This Section Is Unchanged From The 2001 ROD

The October 2002 Selected Alternative along the I-25 Corridor consists of eight general-purpose lanes between C-470 and Lincoln Avenue, six general-purpose lanes and two climbing lanes (designated for, but not restricted to, slow-moving vehicles) between Lincoln Avenue and Meadows/Founders Parkway, and six general-purpose lanes between Meadows/Founders Parkway and Douglas Lane. Continuous auxiliary lanes are provided between C-470 and Lincoln Avenue, Lincoln Avenue and RidgeGate Parkway, and Wolfensberger Road and Plum Creek Parkway.

The total width of the eight-lane typical section along I-25 between C-470 and Lincoln Avenue is generally 40 meters (132 feet). Each lane in this section is 3.6 meters (12 feet) wide. In order to accommodate the proposed improvements in the I-25 Southeast Corridor (known as T-Rex and located immediately north of this study corridor), a southbound inside shoulder variance is required. A concrete barrier separates opposing traffic.

The total width of the eight-lane typical section along I-25 between Lincoln Avenue and Meadows/Founders Parkway ranges from 43 meters (140 feet) to 43.2 meters (142 feet). Each lane in this section is 3.6 meters (12 feet) wide. The typical section includes inside shoulders and a concrete barrier separating opposing traffic.

The total width of the six-lane typical section along I-25 between Meadows/Founders Parkway and Douglas Lane is generally 36 meters (118 feet). Each lane in this section is 3.6 meters (12 feet) wide. The typical section includes inside shoulders and a concrete barrier separating opposing traffic. The Plum Creek Parkway Bridge and Plum Creek Bridge are widened.

3.1.3 Additional Major Improvements along the I-25 Corridor for the October 2002 Selected Alternative

This Section Has Minor Changes From The 2001 ROD

In addition to the I-25 mainline widening, the October 2002 Selected Alternative includes:

- *Interchange Ramp Improvements to County Line Road, C-470, and Lincoln Avenue.* The northbound exit ramps are widened at County Line Road and C-470 to allow a two-lane exit off of I-25. The northbound exit ramp and the southbound exit ramp are widened at Lincoln Avenue to allow a two-lane exit off of I-25.
- *New Interchange Constructed at RidgeGate Parkway.* The RidgeGate Parkway Interchange is a partial cloverleaf configuration with I-25 passing over the future RidgeGate Parkway.
- *Interchange Ramp Removal at Schweiger Interchange.* The existing northbound and southbound ramps at Schweiger are removed and the area revegetated. This access to I-25 is relocated to either the RidgeGate Parkway Interchange or Castle Pines Interchange. The roadway underpass at Schweiger is maintained and the roadway extended to the east-side frontage road.
- *Interchange Ramp Removal at Surrey Ridge Road Interchange.* The existing northbound and southbound ramps at Surrey Ridge Road are removed and the area revegetated; the I-25 underpass remains in place. This access to I-25 is relocated to either the RidgeGate Parkway Interchange or Castle Pines Interchange.
- *East-Side Frontage Road from RidgeGate Parkway to Castle Pines Parkway.* An east-side two-lane frontage road is constructed between Castle Pines Parkway and RidgeGate Parkway.
- *Partial Cloverleaf Interchange at Castle Pines Parkway.* The Castle Pines Parkway Interchange is reconfigured by adding a loop ramp in the southeast quadrant of the Castle Pines Parkway Interchange to improve traffic operations for eastbound to northbound traffic in response to proposed development in the area. The Castle Pines Parkway Bridge is modified, including rehabilitation. Although CDOT is participating in the funding of the improvements to this interchange, local funds are also required due to the development needs.
- *Castle Pines Parkway Carpool Lot.* A new carpool lot in the northeast quadrant of the Castle Pines Parkway Interchange is constructed. The lot provides for 500 parking spaces and serves as a meeting place and parking area. The carpool lot can be built in phases, starting with a fewer number of parking spaces. The carpool lot may be converted into a park-n-ride lot once transit operates within the corridor.
- *Happy Canyon Road Bridge Widening.* The Happy Canyon Road Bridge is widened to provide additional left-turn lanes. The Happy Canyon Road Bridge is modified, including rehabilitation. Although CDOT is participating in the funding of the improvements to this bridge, local funds are also required due to the development needs.
- *Union Pacific Railroad Bridge.* The existing Union Pacific Railroad crosses over I-25 just north of the Wolfensberger Road Interchange. As part of the October 2002 Selected Alternative the Union Pacific Railroad Bridge is realigned approximately 14 meters (46

feet) to the south of the existing bridge. As a result of this realignment, a new bridge for the Union Pacific Railroad is constructed, and the existing bridge is removed. If ROW issues cannot be resolved with Union Pacific Railroad, the bridge will be reconstructed at the existing location.

- *Interchange Ramp Improvements to Meadows/Founders Parkway and Wolfensberger Road.* The existing ramps are adjusted to accommodate mainline widening.
- *Interchange Improvements at Plum Creek Parkway.* The northbound ramps are relocated north to directly connect to Plum Creek Parkway, creating a standard diamond interchange at this location.

In addition to the October 2002 Selected Alternative, an interchange is being proposed by local governments at Douglas Lane (approximate MP 178), which is included in the DRCOG Interim 2025 RTP. Douglas County and the Town of Castle Rock have initiated feasibility studies for the Crystal Valley/DawsonRidge/I-25 Interchange (name changed from Douglas Lane Interchange in July 2002), required as part of CDOT's 1601 Policy Directive for new interchange approval. An environmental document prepared in accordance with the National Environmental Policy Act of 1970 (NEPA) as well as Access Acceptability Approval by the FHWA are required before the interchange can be designed and constructed.

3.2 US 85 CORRIDOR ELEMENTS OF THE OCTOBER 2002 SELECTED ALTERNATIVE

This Section Is Unchanged From The 2001 ROD

The alignment and typical sections for the October 2002 Selected Alternative within the US 85 Corridor do not differ from the August 2001 Selected Alternative. The elements of the October 2002 Selected Alternative within the US 85 Corridor are described in the following sections.

3.2.1 US 85 Corridor Alignment for the October 2002 Selected Alternative

This Section Is Unchanged From The 2001 ROD

The October 2002 Selected Alternative alignment generally follows the existing alignment with widening to the outside. Major exceptions are portions of the roadway at Sedalia and Titan Road where the alignment moves to the northeast and at Cook Ranch (approximate MP 195.4) where the alignment moves to the west.

3.2.2 US 85 Corridor Typical Section for the October 2002 Selected Alternative

This Section Is Unchanged From The 2001 ROD

The October 2002 Selected Alternative typical sections minimize environmental impacts while providing a safe roadway and roadside design. Typical section width varies depending on the physical and environmental constraints within the area. For example, around Sedalia environmental and land use impacts force the narrower typical section.

The total width of the six-lane section along US 85 between C-470 and Highlands Ranch Parkway ranges from approximately 32.2 meters (106 feet) to 40 meters (131 feet). The travel lanes within this section are 3.6 meters (12 feet) wide. This section includes a raised median, inside curb and gutter, outside curb and gutter (where necessary to control access), inside shoulder, and continuous auxiliary lanes (where necessary). A bicycle/pedestrian facility is also included in the typical section. This facility varies from an attached facility on both sides to a

detached facility on one side to a widened shoulder on both sides. The location and type of facility depends on the physical and environmental constraints.

The total width of the four-lane section along US 85 between Highlands Ranch Parkway and Meadows Parkway ranges from 17.9 meters (59 feet) to 33.6 meters (110 feet). The travel lanes within this section are 3.6 meters (12 feet) wide. This section includes a raised median, inside curb and gutter, inside shoulder, continuous acceleration/deceleration lanes (where necessary), and a pedestrian/bicycle facility. The location and type of facility depends on the physical and environmental constraints.

Typical sections include left-turn lanes, acceleration lanes, and deceleration lanes where appropriate at intersections. Continuous auxiliary lanes are used where accesses are spaced closely together. Most business and residential accesses are provided with right-in/right-out access. The *US 85 Access Management Plan*, February 2001 specifies the access improvements included in the October 2002 Selected Alternative. This plan references the *State Highway Access Code*, 1998.

3.2.3 Additional Major Improvements along the US 85 Corridor for the October 2002 Selected Alternative

This Section Is Unchanged From The 2001 ROD

In addition to the mainline widening, the October 2002 Selected Alternative includes the following elements:

- *SH 67/US 85 Intersection Reconfiguration and Frontage Road.* This improvement includes construction of a short frontage road in the Town of Sedalia. The intersection of SH 67 and US 85 is improved by extending SH 67 to the north with a full-movement signalized intersection. A frontage road is constructed in the southeast quadrant, connecting SH 67 to US 85 at the Cherokee Ranch access road. The intersections of US 85 and the frontage road as well as the frontage road and SH 67 are stop-sign controlled on the frontage road. Left turns will be prohibited when accessing SH 67 from the frontage road and when accessing the frontage road from southbound SH 67.
- *Bicycle/pedestrian facilities along US 85.* Bicycle and pedestrian facilities are provided along the US 85 Corridor. Bicycle/pedestrian facilities generally follow the US 85 alignment where possible.
- *High Line Canal Trail grade-separated crossing under US 85.* Improvements to the High Line Canal Trail are also included as part of the October 2002 Selected Alternative. The trail is realigned to the north and improved into a grade-separated crossing. The original High Line Canal Trail remains in place to provide a connection to the US 85 bicycle/pedestrian facility.
- *Enhanced wildlife crossings.* The October 2002 Selected Alternative includes improvements to two wildlife crossings along US 85. The first crossing is located on US 85 at MP 195.1. This wildlife crossing is a proposed bridge at the realignment of US 85, near the Cook Ranch property. The second crossing is an enhancement of an existing crossing located along US 85 at MP 189.7.

3.3 TRANSPORTATION DEMAND MANAGEMENT

This Section Is Unchanged From The 2001 ROD

A TDM program is included as part of the October 2002 Selected Alternative. The following strategies are planned to be implemented in coordination with local communities.

- *Smart Community Information Network.* Internet and variable message signs (VMS) that provide promotional opportunities, real-time congestion information, and other transportation services.
- *Area-wide Ridesharing Programs.* Programs and incentives that encourage commuters to use alternatives to driving single occupant vehicles (SOV), and encouraging employers to provide in-house programs that promote ridesharing among employees.
- *Commuter Education and Outreach.* Education campaign that promotes alternative transportation to commuters.
- *Pedestrian/Bicycle Facility.* Pedestrian/bicycle facility from the Castle Pines carpool lot to the west side of I-25 to provide an alternate mode of transportation to the carpool lot. This includes bridge modification to accommodate the facility.
- *Ramp Metering.* Infrastructure for ramp metering are incorporated in design elements.

In addition to these transportation demand management strategies, the US 85 traffic signals (north of Highlands Ranch Parkway) will be synchronized to improve traffic flow.

4.0 SECTION 4(f) PROPERTIES

This Section Is Unchanged From The 2001 ROD

The October 2002 Selected Alternative (Revised Selected Alternative) does not result in any changes to the effects on Section 4(f) properties from the August 2001 ROD Selected Alternative.

The *South I-25 Corridor and US 85 Corridor EIS* process included two years of coordination with the Town of Castle Rock, Douglas County, State Historic Preservation Officer (SHPO), Colorado State Parks, United States Army Corps of Engineers (USACE), and other agencies responsible for the administration of Section 4(f) properties within the study area. In addition to the public meetings, several smaller staff-level coordination meetings were held with Douglas County and Castle Rock representatives to explain the project's alternatives and impacts in greater detail. An informal meeting with SHPO staff to discuss the alternatives and the impacts on historic Section 4(f) properties was conducted on March 30, 2000.

Meetings were also held with the Castle Rock Historic Preservation Council on March 30, 2000, and the USACE on April 5, 2000. Several meetings were held with trails groups to discuss planning and impacts.

Six properties that were affected by the August 2001 ROD Selected Alternative are affected in the same manner by the Revised Selected Alternative:

- Denver and Rio Grande Railroad (D&RG) (5DA921.1)
- High Line Canal Trail
- Spring Gulch Equestrian Facility
- Cherokee Ranch Conservation Easement
- Cherokee Ranch Historic District (5DA708)
- Atchison, Topeka & Santa Fe Railway (AT&SF) (5DA922.1)

The intent of the Section 4(f) requirement is to avoid impacts to public parks, recreation areas, wildlife refuges, and historic sites, unless there is no "feasible and prudent alternative". The Section 4(f) Evaluation demonstrated that there were no feasible and prudent alternatives that completely avoided use of Section 4(f) properties that also met the purpose and need for this project. The Revised Selected Alternative meets the project purpose and need while minimizing harm to Section 4(f) properties.

Following is a discussion of why avoidance is not a feasible and prudent alternative and what steps were taken to minimize harm to the Section 4(f) properties.

4.1 DENVER AND RIO GRANDE RAILROAD (5DA921.1) AT MP 182.3

This Section Is Unchanged From The 2001 ROD

The Revised Selected Alternative results in a use of land from the D&RG Railroad (currently operating as the Union Pacific Railroad). Because the railroad and I-25 cross one another at this point in Castle Rock and because the existing piers are preventing widening of I-25, no other feasible alternatives that avoid use of this resource are available. No prudent and feasible alternatives that meet the purpose and need of this project and that avoid impacting this resource are available.

Efforts to minimize harm by the Revised Selected Alternative to this Section 4(f) property include:

- Ensuring that the railroad segment in the impact area will be fully documented prior to construction
- Ensuring that the areas temporarily disturbed by construction will be restored to their original condition
- Providing just compensation for all land acquisitions

4.2 HIGH LINE CANAL TRAIL

This Section Is Unchanged From The 2001 ROD

The Revised Selected Alternative results in a use of land from the High Line Canal Trail. Because the trail follows the High Line Canal (which passes beneath US 85 in a concrete culvert at this location) and crosses the highway at-grade, moving the alignment in any direction does not avoid the use of land. Any improvements in this area result in a use of trail property. No prudent and feasible alternatives that meet the purpose and need of this project and that avoid impacting this resource are available.

Efforts to minimize harm by the Revised Selected Alternative to this Section 4(f) property include:

- Designing the alternatives with the least possible ROW width to minimize taking part of the trail
- Enhancing the trail with a grade-separated trail crossing of US 85
- Ensuring that the areas temporarily disturbed by construction will be restored to their original condition
- Providing just compensation for all land acquisitions

4.3 SPRING GULCH EQUESTRIAN FACILITY

This Section Is Unchanged From The 2001 ROD

The Revised Selected Alternative results in a use of land from the Spring Gulch Equestrian Facility along US 85. The property taken under both alternatives is at the base of a steep embankment; this property is not currently used for equestrian training. Use of this property does not impact operation of the facility. Moving the alignment to the west would have impacted a functional segment of the High Line Canal, potentially impacted the High Line Canal Trail, and would have required the removal of several large warehouse/commercial buildings along US 85. No prudent and feasible alternatives that meet the purpose and need of this project and that avoid impacting this resource are available.

Efforts to minimize harm by the Revised Selected Alternative to this Section 4(f) property include:

- Designing the alternatives with the least possible ROW width to minimize taking part of the resource
- Coordinating construction with facility operation to produce the least amount of disturbance possible to use of the facility
- Realigning the portion of the fence that is impacted
- Relocating overhead utilities
- Realigning entrance gate and signing to the area
- Replacing disturbed vegetation
- Paving the driveway entrance 15 meters (50 feet) from US 85 to provide safe exit of longer vehicles
- Providing a left-turn lane into the facility from southbound US 85
- Providing just compensation for all land acquisitions

4.4 CHEROKEE RANCH CONSERVATION EASEMENT

This Section Is Unchanged From The 2001 ROD

The Revised Selected Alternative results in a use of land from the Cherokee Ranch Conservation Easement. Shifting the alignment to the south to avoid the conservation easement was not feasible for two reasons. First, a left-turn storage length of 73.2 meters (240 feet) was required on SH 67 between US 85 and the Burlington Northern Santa Fe Railroad tracks. This storage length was based on projected (2020) traffic volumes at the SH 67/US 85 Intersection. This storage must be located between the railroad and the intersection to avoid forcing vehicles to stop on the railroad tracks. By shifting the US 85 alignment to the south, this storage length was not accommodated, thus creating a safety hazard. In addition, three businesses border US 85 in Sedalia. Moving the alignment to the south required the relocation of these businesses. Sedalia is a small rural community and these businesses are an integral part of the town. Their removal would cause disruption to community cohesiveness. Alternatives to move the railroad line were examined but were determined not prudent due to costs (approximately \$19 million, not including ROW) and community and business disruption. No prudent and feasible alternatives that meet the purpose and need of this project and that avoid impacting this resource are available.

Efforts to minimize harm by the Revised Selected Alternative to this Section 4(f) property include:

- Designing the alternatives with the least possible ROW width to minimize use of property from the Cherokee Ranch Conservation Easement
- Enhancing wildlife crossings along US 85 and Cherokee Ranch
- Ensuring that the areas temporarily disturbed by construction will be restored to their original condition using Douglas County seed mix for reseeding
- Providing just compensation for all land acquisitions

4.5 CHEROKEE RANCH HISTORIC DISTRICT (5DA708)

This Section Is Unchanged From The 2001 ROD

The Revised Selected Alternative results in a use of land from the Cherokee Ranch Historic District. Shifting the alignment to the south to avoid the Historic District is not feasible for two reasons. First, a left-turn storage length of 73.2 meters (240 feet) is required based on projected traffic volumes at the SH 67 and US 85 Intersection. This storage must be located between the railroad and the intersection to avoid forcing vehicles to stop on the railroad tracks. By shifting the US 85 alignment to the south, this storage length is not accommodated, thus creating a safety hazard. In addition, three businesses border US 85 in Sedalia. Moving the alignment to the south requires removing these buildings. Sedalia is a small rural community and these businesses are integral to the town. The building removal would cause disruption to community cohesiveness. Alternatives to move the railroad line were examined but were determined not prudent due to costs (approximately \$19 million, not including ROW) and community and business disruption. No prudent and feasible alternatives that meet the purpose and need of this project and that avoid impacting this resource are available.

Efforts to minimize harm by the Revised Selected Alternative to this Section 4(f) property include:

- Designing the alternatives with the least possible ROW width to minimize use of property from the Cherokee Ranch Historic District
- Preserving the historic gate and its immediate landscaping by moving it to a new location beyond the construction zone (implement through a memorandum of agreement with the SHPO)
- Ensuring that this feature of the historic district has been fully documented prior to moving
- Ensuring that the areas temporarily disturbed by construction will be restored to their original condition
- Providing just compensation for all land acquisitions

4.6 ATCHISON AND SANTA FE RAILWAY (5DA922.1) AT SH 67

This Section Is Unchanged From The 2001 ROD

The Revised Selected Alternative results in a use of land from the AT&SF Railway (currently operating as the Burlington Northern Santa Fe Railroad). The railroad runs the full length of US 85; therefore, moving the road to another location does not avoid impacts to this resource. Passing over or under the railroad is not feasible due to the close proximity of homes and business and the intersection of SH 67 and US 85. No prudent and feasible alternatives that meet the purpose and need of this project and that avoid impacting this resource are available.

Efforts to minimize harm by the Revised Selected Alternative to this Section 4(f) property include:

- Designing the alternatives with the least possible ROW width to minimize use of property from the D&RG Railroad.
- Providing just compensation for all land acquisitions

Based upon the above considerations, it is determined that there are no feasible and prudent alternatives to the use of land from the D&RG Railroad, the High Line Canal Trail, the Spring Gulch Equestrian Facility, the AT&SF Railway, Cherokee Ranch Conservation Easement, or Cherokee Ranch Historic District. The proposed action includes all possible planning to minimize harm to these Section 4(f) properties resulting from such use.

5.0 MEASURES TO MINIMIZE HARM

This Section Has Minor Changes From The 2001 ROD

The total environmental impacts for the August 2001 ROD Selected Alternative are provided in Table 5.1.

Table 5.1
August 2001 ROD Selected Alternative Impacts Summary

Resource	I-25 Corridor	US 85 Corridor
Neighborhood	None	None
Environmental Justice	None	None
Relocation	None	Nine relocations
Recreational Resources	None	Centennial Trail: 2 m (6.5 ft) High Line Canal Trail: 124 m (410 ft) Spring Gulch: 0.2 ha (0.6 ac)
Land Use	Changes to higher density use	Changes to higher density use
Air Quality	None	None
Water Quality and Quantity	Minimal impacts to water quality Impervious Area: 110 ha (272 ac)	Potential improvements to water quality Impervious Area: 71 ha (176 ac)
Vegetation	86 ha (213 ac)	68 ha (169 ac)
Wetlands	0.14 ha (0.36 ac) wetlands 0.33 ha (0.82 ac) Other Waters of the US	0.10 ha (0.25 ac) wetlands 0.46 ha (1.14 ac) Other Waters of the US
Geology	None	None
Wildlife	80.7 ha (199.3 ac) loss of habitat	60.8 ha (151 ac) loss of habitat
Wild and Scenic Rivers	None	None
Floodplains	Happy Canyon Creek #1 and #2, Tributary A, Tributary D, Hangman's Gulch, and East Plum Creek #1 and #2 are expected to be directly impacted	Marcy Gulch, No Name #1, No Name #2, No Name #3, Indian Creek, Tributary A, Tributary B, and Tributary C are expected to be directly impacted
Threatened, Endangered, and Other Special-Status Species	Black-tailed prairie dog: 0.10 ha (0.24 ac) PMJM: 1.76 ha (4.36 ac)	Black-tailed prairie dog: 2.5 ha (6.1 ac) PMJM: None
Historic Resources	D&RG RR: 870 m (2,850 ft)	AT&SF Railway: 4.3 m (14 ft) Cherokee Ranch: 5.1 ha (12.5 ac)
Section 4(f) Properties	D&RG RR: 870 m (2,850 ft)	High Line Canal Trail: 124 m (410 ft) Spring Gulch: 0.2 ha (0.6 ac) AT&SF Railway: 4.3 m (14 ft) Cherokee Ranch: 5.1 ha (12.5 ac) Cherokee Ranch Conservation Easement: 6.5 ha (15.9 ac)
Archaeological Resources	Potential impacts to three sites	Potential impacts to one site
Paleontological Resources	Potential impacts to one site	Potential impacts to one site
Prime and Unique Farmland	No Prime and Unique Farmland impacts 1.34 ha (3.3 ac) of High Potential Dry Cropland	No Prime and Unique Farmland impacts 17.4 ha (43.0 ac) of High Potential Dry Cropland
Noise	25 receivers	7 receivers
Visual Character	Change in visual character	Change in visual character
Hazardous Waste Sites	Further investigation needed	Further investigation needed

The total environmental impacts for the October 2002 Selected Alternative (Revised Selected Alternative) are provided in Table 5.2.

Table 5.2
October 2002 ROD Selected Alternative Impacts Summary

Resource	I-25 Corridor	US 85 Corridor
Neighborhood	None	None
Environmental Justice	None	None
Relocation	None	Nine relocations
Recreational Resources	None	Centennial Trail: 2 m (6.5 ft) High Line Canal Trail: 124 m (410 ft) Spring Gulch: 0.2 ha (0.6 ac)
Land Use	Changes to higher density use	Changes to higher density use
Air Quality	None	None
Water Quality and Quantity	Minimal impacts to water quality Impervious Area: 118 ha (292 ac)	Potential improvements to water quality Impervious Area: 71 ha (176 ac)
Vegetation	103.6 ha (256 ac)	68 ha (169 ac)
Wetlands	0.15 ha (0.38 ac) wetlands 0.34 ha (0.85 ac) Other Waters of the US	0.10 ha (0.25 ac) wetlands 0.46 ha (1.14 ac) Other Waters of the US
Geology	None	None
Wildlife	97.5 ha (240.9 ac) loss of habitat	60.8 ha (151 ac) loss of habitat
Wild and Scenic Rivers	None	None
Floodplains	Happy Canyon Creek #1 and #2, Tributary A, Tributary D, Hangman's Gulch, and East Plum Creek #1 and #2 are expected to be directly impacted	Marcy Gulch, No Name #1, No Name #2, No Name #3, Indian Creek, Tributary A, Tributary B, and Tributary C are expected to be directly impacted
Threatened, Endangered, and Other Special-Status Species	Black-tailed prairie dog: 0.10 ha (0.24 ac) PMJM: 1.53 ha (3.79 ac)	Black-tailed prairie dog: 2.5 ha (6.1 ac) PMJM: None
Historic Resources	D&RG RR: 870 m (2,850 ft)	AT&SF Railway: 4.3 m (14 ft) Cherokee Ranch: 5.1 ha (12.5 ac)
Section 4(f) Properties	D&RG RR: 870 m (2,850 ft)	High Line Canal Trail: 124 m (410 ft) Spring Gulch: 0.2 ha (0.6 ac) AT&SF Railway: 4.3 m (14 ft) Cherokee Ranch: 5.1 ha (12.5 ac) Cherokee Ranch Conservation Easement: 6.5 ha (15.9 ac)
Archaeological Resources	Impacts to two sites	Potential impacts to one site
Paleontological Resources	Impacts to one site	Potential impacts to one site
Prime and Unique Farmland	No Prime and Unique Farmland impacts 1.34 ha (3.3 ac) of High Potential Dry Cropland	No Prime and Unique Farmland impacts 17.4 ha (43.0 ac) of High Potential Dry Cropland
Noise	25 receivers	7 receivers
Visual Character	Change in visual character	Change in visual character
Hazardous Waste Sites	Further investigation needed	Further investigation needed

For ease of comparison, Table 5.3 presents the categories of impacts that differ from the August 2001 ROD Selected Alternative to the Revised Selected Alternative. Note again that changes occur only in the I-25 Corridor elements of the Revised Selected Alternative, and therefore, impacts of the US 85 Corridor Revised Selected Alternative do not appear in Table 5.3.

Table 5.3
Impact Summary Comparison Along I-25 Corridor
August 2001 ROD Selected Alternative and Revised Selected Alternative

Resource	August 2001 ROD Selected Alternative I-25 Corridor	Revised Selected Alternative I-25 Corridor
Water Quality and Quantity	Minimal impacts to water quality Impervious area: 110 ha (272 ac)	Minimal impacts to water quality Impervious area: 118 ha (292 ac)
Vegetation	86 ha (213 ac)	103.6 ha (256 ac)
Wetlands	0.14 ha (0.36 ac) wetlands 0.33 ha (0.82 ac) Other Waters of the US	0.15 ha (0.38 ac) wetlands 0.34 ha (0.85 ac) Other Waters of the US
Wildlife	80.7 ha (199.3 ac) loss of habitat	97.5 ha (240.9 ac) loss of habitat
Threatened, Endangered, and Other Special-Status Species	PMJM: 1.76 ha (4.36 ac)	PMJM: 1.53 ha (3.79 ac)
Archaeological Resources	Potential impacts to three sites	Impacts to two sites
Paleontological Resources	Potential impacts to one site	Impacts to one site

The difference in impacts from the August 2001 ROD Selected Alternative and the Revised Selected Alternative do not change the mitigation measures or commitments. However, for some impact categories, such as PMJM habitat which decrease slightly, the area mitigated would be smaller, and in other cases, such as wetlands which increase slightly, the area mitigated would be larger. Further investigation of the archeological and paleontological sites have confirmed impacts to 3 of the 4 sites. However, mitigation of these sites through excavation and recordation of information has made a significant contribution to the understanding of the physiographic formation of the Denver Basin and the historic cultural setting of the region.

Impacts associated with the Revised Selected Alternative were included in the FEIS and August 2001 ROD and disclosed to the public. The Revised Selected Alternative includes all practical measures to minimize harm to the environment. The following mitigation measures will be incorporated into the project and implemented before or concurrently with construction.

The Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) remain committed to the general mitigation measures listed here for the South I-25 Corridor and US 85 Corridor Revised Selected Alternative.

5.1 RELOCATION

This Section Is Unchanged From The 2001 ROD

Relocations will be conducted in accordance with the ***Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970***, as amended (1989). Relocation resources will be available without discrimination to all residents and businesses that are required to relocate.

Nine relocations are anticipated along US 85 based on the conceptual design of the Revised Selected Alternative; six sites are commercial and three are residential.

5.2 RIGHT-OF-WAY ACQUISITION

This Section Is Unchanged From The 2001 ROD

The right-of-way (ROW) acquisition process follows the ***Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970***, as amended (1989).

5.3 RECREATIONAL RESOURCES

This Section Is Unchanged From The 2001 ROD

A more bicycle-friendly environment is created in conjunction with the Revised Selected Alternative along the US 85 Corridor. Currently, no sidewalks or bikeway exists along US 85. The Revised Selected Alternative includes a grade-separated crossing for pedestrians and bicycles at the High Line Canal Trail and an improved crossing for the Centennial Trail.

An analysis was completed to determine the opportunities available for a detached bicycle/pedestrian facility along US 85. In some areas, a detached bicycle/pedestrian facility does not fit due to the environmental impacts the facility causes. The Revised Selected Alternative includes:

- An attached facility in the form of a sidewalk from C-470 to Blakeland Drive
- A detached facility from Blakeland Drive to Highlands Ranch Parkway
- An attached facility in the form of a sidewalk or a widened shoulder from Highlands Ranch Parkway to Titan Road
- An attached facility in the form of a sidewalk from Intermountain Rural Electric Association (IREA) to Daniels Park Road
- A detached facility from Daniels Park Road to Meadows Parkway

CDOT will maintain the wide shoulder with regular sweeping.

5.4 WATER QUALITY AND QUANTITY

This Section Is Unchanged From The 2001 ROD

CDOT will comply with appropriate federal (e.g., Clean Water Act sections 401, 402, and 404) and state legislation (e.g., Colorado Water Quality Control Act, Title 25, Article 8, CRS) to ensure that project-related impacts do not result in additional water quality degradation over current conditions. CDOT will also take reasonable steps to comply with local regulations or special requirements. Potential construction-related impacts to water resources and water quality will be further reduced by adherence to conditions included in any United States Army Corps of Engineers (USACE) Section 404 permit and the Colorado Discharge Permit System (CDPS)

general permit that will be issued to cover construction-related stormwater discharges (Construction Stormwater Discharge Permit).

CDOT will obtain a Construction Stormwater Discharge Permit(s) for the Revised Selected Alternative. The Construction Stormwater Discharge Permit requires preparation of a Stormwater Management Plan (SWMP), site inspections every 14 days, and specific erosion control and pollution prevention requirements. CDOT will use the following best management practices (BMPs) to prevent the transport of sediment and other contaminants in stormwater runoff:

- Install perimeter erosion control measures (e.g., certified weed-free straw bales, filter fences, or vegetated buffer strips) as required in environmentally sensitive areas prior to grading.
- Divert clean water runoff during construction.
- Time ground-disturbing activities at erosion-prone sites or sites adjacent to Waters of the US shall be minimized during the wet spring months when saturated soils are susceptible to compaction and movement, and when surface and groundwater levels are at their highest.
- Sequence and stage construction so that no area remains exposed for an unnecessarily long time. Cleared areas should be stabilized before other areas are disturbed.
- Implement stabilization BMPs (e.g., mulching, cover crops, erosion control blankets, or a combination depending on local site conditions) after grading.
- Rip and till soils that have been over-compacted by heavy equipment to break up restrictive layers; then harrow or roll to firm the seedbed prior to revegetation. Soil surfaces will be treated to lessen wind damage to young plants and promote moisture retention and surface water infiltration.
- Develop and carry out a regular maintenance schedule for erosion and sediment control practices.
- Use spill prevention and containment measures at storage sites.
- Develop and implement a schedule for regular collection and disposal of waste material.
- Locate appropriate concrete washout areas well away from Waters of the U.S., riparian areas, or floodplains.

In addition to adhering to the SWMP, the construction contractor will also adhere to CDOT water quality and erosion control management specifications. As the project progresses, the Colorado Division of Wildlife (CDOW) will be consulted on specific water quality mitigation to avoid impacts to rare fish species inhabiting, or with habitat, in Plum Creek and East Plum Creek. Construction-related impacts to water quality will be mitigated by minimizing the number of piers placed in Waters of the U.S. Bridges will be anchored outside the bed and banks of East Plum Creek and other project area tributaries, whenever possible.

Final design of the Revised Selected Alternative will include appropriately sized drainage structures and stormwater quality management BMPs to minimize any project related water quantity or quality impacts (i.e., phosphorus loading) to downstream surface waters.

5.5 VEGETATION

This Section Is Unchanged From The 2001 ROD

Impacts to native vegetation have been minimized where possible. Construction BMPs in accordance with CDOT's *Erosion Control and Stormwater Quality Guide*, 1995, and as directed by CDOT, will be implemented to minimize unavoidable impacts to native vegetation. These BMPs will include, but are not limited to, the following:

- Fencing of construction zone and access points at specific locations to limit impacts outside the project area.
- Developing landscape management practices to avoid the removal of vegetation where possible.
- Implementing temporary and permanent erosion control measures such as revegetating disturbed areas with native grasses, mulching, erosion control blankets, sediment basins, erosion bales, and silt fences.
- Grading and seeding incrementally to reduce soil loss during construction. Native grasses should be used in seed mixes. Native shrub species should be added to the seed mix in areas where conflicts with maintenance can be avoided.
- Using native grass species for; areas identified as having moderate to high erosion potential, fast-growing, non-native cover species should be included in the seed mix to minimize soil loss while native species establish. Seeding rates will be determined by CDOT.
- Rounding of ditches and slopes to prevent unnecessary erosion.
- Inventorying and mapping, prior to construction, state listed noxious weeds in the ROW and adjacent areas of both corridors using North America Weed Management (NAWMA) protocols. The mapping must be compatible with the current CDOT Geographic Information System (GIS).
- Analyzing the potential spread of identified noxious weeds due to construction activities.
- Developing and implementing a site-specific integrated pest management plan (IPMP) that focuses on the prevention and elimination of noxious weed species in the project area.
- Measures such as coordination with other agencies; appropriate herbicide selection and timing of herbicide spraying; using backpack herbicide sprayers in or around sensitive areas (e.g., wetlands or riparian areas); cleaning equipment between sites to reduce the spread of noxious weeds; hand pulling, stripping, and removing topsoil; re-seeding areas with native seed, may be included in the IPMP.

- Using certified weed-free mulch and inspecting as regulated by the Weed Free Forage Act (Title 35, Article 27.5, CRS).
- Reseed vegetation as necessary to maintain good erosion control practices.

Shrubland, woodland, and riparian areas will be denoted on the construction plans. Impacted shrubs and trees will be replaced contingent upon water availability and ROW maintenance.

5.6 WETLANDS

This Section Has Minor Changes From The 2001 ROD

Design features, such as alignment shifts and construction alternatives (e.g., retaining walls and steeper side slopes), were considered to avoid or minimize impacts to wetlands and Other Waters of the U.S. Implementation of BMPs discussed in the *Erosion Control and Stormwater Quality Guide*, 1995, minimizes impacts to wetlands and Other Waters of the US Specific measures to reduce erosion and maintain water quality will be identified by CDOT and include the following:

- Grading and seeding incrementally to reduce soil loss during construction. Native grasses should be used in seed mixes. Non-native cover species should be added to the seed mix when reseeding areas of moderate to high erosion potential to minimize soil loss while native species establish.
- Temporary fencing wetlands during construction. A 0.9-meter (3-foot) offset from the wetland boundary will be used when possible.
- Diverting clean water runoff during construction.
- Using soil stabilization practices such as rounding of ditches and slopes, erosion control blankets, re-seeding with native species, and mulching impacted areas to reduce erosion.
- Installing structural BMPs such as silt fences and erosion bales in impacted areas to reduce off-site siltation.
- Developing an emergency spill response program and implementing spill-prevention practices, such as locating staging areas, and fuel and hazardous construction material storage sites well away from wetlands and Other Waters of the US to reduce risks from accidental spillage and leaching.
- Disposing of surplus fill in non-wetland areas designated by CDOT.
- Timing construction in and around open water to occur, if possible, in late fall and winter when water levels are low, soil compaction is minimal, and vegetation is dormant.
- Fencing trees and shrubs to prevent damage and spare existing trees in impacted wetlands when possible.

Impacts to Other Waters of the US will be mitigated through the restoration of the original topography. Compensatory wetland mitigation will occur at a ratio of 1:1 as close to the site of impact as possible. Wetland mitigation will occur within the riparian area adjacent to East Plum Creek in Castle Rock and at Spring Gulch on US 85. These areas were chosen for their proximity to sites of impact and their favorable hydrological conditions for wetland creation.

Due to channel incision along East Plum Creek, the water table is no longer connected to the adjacent floodplain. Wetland mitigation is complicated along East Plum Creek by the presence of the federally threatened Preble's Meadow Jumping Mouse (PMJM). Wetland mitigation in this area consists of a series of nine check dams designed to raise groundwater levels in the adjacent floodplain. These nine check dams have been constructed and are now being monitored.

The total amount of wetland mitigation area achieved will be determined through the monitoring of 23 shallow groundwater wells. Wetland restoration in this area will be accomplished through the re-establishment of wetland hydrology and will consist of soil saturation within the top 0.3 meter (12 inches) of the soil surface for 18 consecutive days during the growing season (12.5 percent of the growing season).

Compensatory wetland mitigation will occur at East Plum Creek on I-25 and Spring Gulch on US 85. Opportunities for additional wetland mitigation exist there through the re-grading and expansion of existing wetland areas. Similarly, wetlands at Spring Gulch may be expanded by re-grading existing sideslopes to permit saturation/inundation of adjacent areas.

Although not required by the USACE, non-jurisdictional wetlands (temporary impacts) will be mitigated in the newly created ditches when possible, adjacent to the site of impact, by broadcast seeding these areas with a wetland seed mix specified by CDOT.

5.7 WILDLIFE

This Section Has Minor Changes From The 2001 ROD

Habitat fragmentation and barriers to connectivity among areas of high quality wildlife habitat (i.e., conservation areas) are the primary wildlife concern. Because I-25 already poses a substantial barrier to wildlife movement, and several conservation areas exist on both sides of the US 85 Corridor, wildlife habitat along US 85 is a higher priority than it is along I-25. Therefore, compensatory mitigation for habitat conversion will occur within the US 85 Corridor. Mitigation for lost habitat and permeability among habitats will be coordinated with the CDOW and will include:

- Providing mitigation for riparian habitat losses. Woody riparian vegetation will be mitigated at a replacement ratio of 1:1 where water requirements can be met for planting riparian vegetation. Mitigation will include enhancement and/or reclamation, and will consist of revegetation (i.e., cottonwood and willow plantings, snowberry, etc.) and reseeding with native grass and forb species specified by CDOT.
- CDOT will work with the Douglas County Open Space program to identify the protection, restoration, or enhancement of important habitat.
- Enlarging wildlife crossings at tracking stations 1 and 3 (milepost (MP) 195.2 and MP 189.7) to accommodate deer and elk movement across US 85. These sites will also be enhanced with shrub plantings to facilitate wildlife movement.
- Enhancing shrub cover in other drainages (in addition to tracking Station 1 and Station 3) with existing structures used as wildlife crossing points to improve east-west connectivity in other areas along US 85.

- Maintaining existing hydraulic structures (i.e., concrete box culverts, bridges, etc.) where practical to facilitate movement of carnivores or mid-sized mammals, even if they are no longer needed for water movement.
- Installing fencing to funnel wildlife through selected wildlife crossings will be determined in consultation with the CDOW.
- Promoting the use of wildlife crossing structures through the use of native materials as substrate. Native substrate (i.e., coarse sand) should be used inside the wildlife crossing structures, and materials such as rip-rap should be avoided as possible at structure inlets and outlets.
- Installing wildlife crossing signage in areas of known wildlife crossings. Consider use of modern methods to reduce driver habituation to wildlife crossing signs. CDOT will consult with the CDOW as to the proper signage type and location.
- Resize and clean existing culverts along US 85 to allow for use by wildlife.
- CDOT commits to ongoing dialogue with the appropriate agencies in respect to the dynamic nature of wildlife behavior and management. This dialogue will allow CDOT to more effectively tailor the broad commitments summarized herein to the actual field conditions.

In April 2002, three raptor nests were identified within the Area of potential affect (APE). Two were located at Upper Cottonwood Creek and one at Happy Canyon Creek. These areas will be re-surveyed before construction. Prior to construction, the USFWS and the CDOW will review the final mitigation measures for species under their respective jurisdictions. Final mitigation measures may include additional information on timing of construction activities, steeper sideslopes, or other means of reducing impacts.

CDOT will coordinate with the CDOW, Douglas County Open Space, and the Chatfield Basin Conservation Network during the design phase of the wildlife crossing enhancements at Tracking Stations 1 and 3 (MP 195.2 and MP 189.7) in order to determine if any additional wildlife crossing enhancements are needed.

Installing noise walls, retaining walls, jersey barriers, and curbs could create additional barriers to wildlife permeability. CDOT will continue to consult with the CDOW, Douglas County Open Space, and the Chatfield Basin Conservation Network during design to ensure that the wildlife underpasses constructed by CDOT are functioning as intended and are adequate to address permeability issues.

5.8 FLOODPLAINS

This Section Has Minor Changes From The 2001 ROD

Bridge and roadway designs seek to minimize impacts to floodplains in compliance with FHWA requirements, including efforts to span 100-year floodplains and by following standard stream crossing design criteria. Final designs will adhere to CDOT drainage criteria for both minor and major hydraulic structures, as well as following all Federal Emergency Management Agency (FEMA) requirements. The Revised Selected Alternative will also avoid the longitudinal and significant encroachment in the floodplains.

Under the direction of CDOT, the implementation of BMPs identified in the *Erosion Control and Stormwater Quality Guide*, 1995, minimizes impacts to floodplains. Specific measures include the following:

- Coordinating with Douglas County and local governments concerning issues related to floodplain encroachment.
- Developing and implementing a SWMP for each project phase, which will contain measures preventing the inadvertent transport of noxious weeds into the construction site by heavy equipment and fill dirt.
- Installing detention basins, infiltration beds, or other structural controls to reduce and minimize the effects of increased runoff due to substantial increases in impervious surfaces.
- Grading and seeding incrementally to reduce soil loss during construction. Native grasses should be used in seed mixes. Native shrub seeds should be included in the seed mix where conflicts with maintenance will not occur.
- Using fast-growing non-native grass species in areas identified as having moderate to high erosion potential to minimize soil loss while slow-growing native species establish.
- Providing ditch and slope rounding to prevent unnecessary erosion.
- Excluding construction vehicles from entering wetland areas by installing temporary fencing.
- Diverting clean water runoff during construction.
- Identifying and using appropriate concrete washout areas well away from floodplains to ensure polluted water does not leave the site.
- Using soil stabilization practices (such as erosion control blankets and mulching impacted areas) to reduce erosion.
- Installing structural BMPs (such as silt fences and erosion bales downgradient from impacted areas) to reduce off-site siltation.
- Developing an emergency spill response program and implementing spill prevention practices (such as locating staging areas and fuel and hazardous construction material storage sites well away from floodplains) to reduce risks from accidental spillage and leaching.
- Fencing existing shrubs and trees to avoid damage. Replacing trees where maintenance and water requirements can be met.
- Using stone intermixed with soil where slope stabilization is required due to unavoidable impacts.

5.9 THREATENED, ENDANGERED, AND OTHER SPECIAL-STATUS SPECIES

This Section Has Minor Changes From The 2001 ROD

Impact to PMJM habitat has been avoided or minimized where possible. The I-25 Corridor is realigned to the east between Liggett Road and Wolfensberger Road to avoid impacts to PMJM habitat. Impacts to PMJM habitat are also minimized by widening I-25 to the inside, adjusting sideslopes to 3:1 and 2:1 grades instead of the typical 4:1 grades used on transportation projects, by minimizing construction zones and access roads, by scheduling construction in these areas during the hibernation period (November 1 to April 30), and by not permitting night-time work. Compensatory mitigation for the PMJM habitat will include:

- Restoring habitat that will be temporarily disturbed during construction (on-site restoration). General restoration measures will include in-kind replacement of disturbed vegetation and reconstruction of original slope contours where this would benefit restoration efforts.
- Restoring or enhancing habitat (i.e., check dams on East Plum Creek) that has been degraded by non-project actions.
- Protecting habitat of off-site areas within Douglas County.

PMJM habitat mitigation along East Plum Creek consists of a series of nine check dams. These check dams have already been constructed. The check dams are designed to reconnect the water table to the surrounding floodplain and riparian vegetation. The nine check dams are located at the newly constructed 5th Street Bridge, just below where the Town of Castle Rock sewer line crosses the stream, and another at midpoint between these two fixed points. Installation of the check dams prior to the anticipated impact eliminates the temporal loss of PMJM habitat that can occur from this type of project.

Potential PMJM habitat may be present at Happy Canyon Creek east of the east-side frontage road connection with the Schweiger Underpass. It is recommended that a presence or absence survey be conducted in this area prior to construction. If it is determined that there are no feasible alternatives to avoid impacts to the PMJM habitat, compensatory mitigation will be implemented as described above.

The *Preble's Meadow Jumping Mouse Biological Assessment for the South I-25 Corridor and US 85 Corridor Environmental Impact Statement*, October 2000, contains more detailed information on PMJM mitigation. A revised Biological Assessment will be completed, if necessary, during final design to ensure all impacts are mitigated.

Impacts to Black-tailed prairie dog colonies were reduced along US 85 by minimizing ROW take along the entire alignment; this involved adjusting sideslopes and incorporating guardrails and retaining walls into the design. Compensatory mitigation for Black-tailed prairie dog habitat conversion might include:

- Relocating Black-tailed prairie dogs, where possible, to inactive colonies within the APE, or relocating a colony in accordance with Senate Bill 99-111 requirements.
- Purchasing or otherwise protecting (e.g. conservation easement) land, where possible, containing active Black-tailed prairie dog colonies adjacent to undisturbed habitat.

Protected Black-tailed prairie dog habitats should be equal in size to habitat lost from the Revised Selected Alternative.

- Contributing financially or in-kind services for the preservation of Black-tailed prairie dog habitat equal in size to habitat lost from the Revised Selected Alternative. Work with Douglas County Open Space, Chatfield Basin Conservation Network, and CDOW to identify key parcels for protection.
- Black-tailed prairie dogs may be turned over to the United States Fish and Wildlife Service (USFWS).

Prior to construction, the USFWS and the CDOW will review the final mitigation measures for species under their respective jurisdictions. Final mitigation measures may include additional information on timing of construction activities, steeper sideslopes, or other means of reducing impacts.

5.10 HISTORIC RESOURCES

This Section Has Minor Changes From The 2001 ROD

In April 2002, one additional historic resource was identified just outside the APE for the I-25 Corridor, known as the Happy Canyon Ranch. A historic assessment was prepared and the resource found to be eligible for the National Register. However, neither the August 2001 ROD Selected Alternative nor the Revised Selected Alternative affect this resource, directly or indirectly. A no-effect determination has been filed with the SHPO.

CDOT remains committed to the following mitigation measures for historic resources.

5.10.1 Denver and Rio Grande Railroad (5DA921.1)

This Section Is Unchanged From The 2001 ROD

The segment of the D&RG Railroad impacted by the project will be recorded prior to the beginning of construction on the I-25 Corridor, and prior to the demolition of the property so that there will be a permanent record of its present appearance in history. Recordation shall consist of Level II documentation as determined in consultation with the SHPO. All documentation must be accepted by the SHPO prior to the start of construction. Copies of documentation will be provided to the SHPO and to a local archive designated by the State Historic Preservation Officer (SHPO). Information will include historic research and documentation and archivally-stable photographs of the property.

5.10.2 Cherokee Ranch Historic District (5DA708)

This Section Is Unchanged From The 2001 ROD

The historic gate and segment of Rattlesnake Road impacted by the project will be recorded prior to the beginning of construction on the US 85 Corridor, and prior to the demolition or displacement of the properties so that there will be a permanent historic record of their present appearance. Recordation shall consist of Level II documentation as determined in consultation with the SHPO. All documentation must be accepted by the SHPO prior to the start of construction. Copies of the documentation will be provided to the SHPO, the Cherokee Ranch and Castle Foundation, and to a local archive designated by the SHPO. Information will include historic research and documentation and archivally-stable photographs of the property.

Once the above-mentioned documentation is complete, the original Main Gate to Cherokee Ranch will be moved to a new location on Rattlesnake Road. The final location of the gate will be determined through consultation with the Cherokee Ranch and Castle Foundation Board of Directors, and the SHPO.

5.11 SECTION 4(f) PROPERTIES

This Section Is Unchanged From The 2001 ROD

A discussion of mitigation measures for impacts to Section 4(f) properties is included in Chapter 4.0, *Section 4(f) Properties*. These measures will be adopted by the FHWA with the completion of the Revised South I-25 Corridor and US 85 Corridor ROD.

5.12 ARCHAEOLOGICAL RESOURCES

This Section Has Minor Changes From The 2001 ROD

Should any evidence of archaeological resources be discovered during construction, work in that vicinity will be stopped until the CDOT staff archaeologist can completely evaluate the significance of the finding according to criteria established for the National Register of Historic Places (NRHP).

During the preparation of this Revised Record of Decision, further archaeological investigations were conducted at prehistoric sites 5DA1000 and 5DA1008, both of which were identified in the FEIS. Limited archaeological test excavations at the sites in 2002 revealed the presence of substantial intact buried cultural deposits, and the SHPO subsequently evaluated the sites as eligible for listing on the NRHP based on these results. Data recovery excavations are necessary at both localities in order to mitigate proposed adverse effects. In addition to the SHPO, the Advisory Council on Historic Preservation (ACHP) will be consulted regarding the data recovery work, per federal mandate. Four Native American tribes with an established historical and/or ancestral interest in Douglas County have expressed a desire to be consulting parties under Section 106 of the National Historic Preservation Act, and they will also be involved in all future actions associated with 5DA1000 and 5DA1008, at their discretion.

Another prehistoric site, 5DA380, was discovered near the I-25 APE, but is not affected.

5.13 PALEONTOLOGICAL RESOURCES

This Section Has Minor Changes From The 2001 ROD

Construction of the Revised Selected Alternative will adversely affect, in part by construction excavation and in part possibly by burial, the presently known areal extent of plant fossil locality DMNH 1200, but all reasonable and prudent efforts will be made to avoid such adverse affects to the extent possible. To mitigate for reasonably unavoidable construction affects to fossil locality DMNH 1200, in May of 2002, CDOT executed a contract with the Denver Museum of Nature and Science (DMNS) to conduct salvage excavation of a statistically valid, scientifically representative sample of the fossil rainforest flora preserved at fossil locality DMNH 1200. This effort is currently in progress.

Effects to plant fossil locality DMNH 2542, recorded in November of 2000, which lies across the interstate from and may have at one time been continuous with fossil locality DMNH 1200, will be mitigated by avoidance or by salvage excavation of a statistically valid, scientifically representative sample of the paleoflora preserved at that location as part of the contracted salvage excavation of DMNH 1200.

Construction of the US 85 elements of the Revised Selected Alternative adversely affects fossil locality University of Colorado Museum (UCM) 92164. Adverse affects to UCM 92164 were mitigated by the Denver Museum of Nature and Science's August 1, 2001, salvage excavation of a statistically valid, scientifically representative sample of the paleoflora preserved at that location.

Once the design plans for the Revised Selected Alternative are finalized, the CDOT staff paleontologist will examine them to estimate the required scope of construction monitoring work, if any.

If any paleontological resources are uncovered along the alignment corridor during construction, work in the immediate vicinity will cease. The CDOT staff paleontologist will be notified, and the material will be evaluated by a qualified paleontologist and coordinated with the SHPO.

5.14 PRIME AND UNIQUE FARMLAND

This Section Is Unchanged From The 2001 ROD

Prime and unique farmland does not exist within the area of potential effect (APE). Statewide important farmland soil does exist. By minimizing sideslope grades, impacts to these areas of High Potential Dry Cropland along US 85 have been minimized by the Revised Selected Alternative. Increased farmland fragmentation along US 85 will be avoided by maintaining existing underpasses used by farm machinery.

5.15 NOISE

This Section Is Unchanged From The 2001 ROD

Noise abatement in the form of noise walls and earthen berms was evaluated along the I-25 Corridor and US 85 Corridor. One noise barrier is recommended along I-25 and will be re-evaluated during final design.

5.16 VISUAL CHARACTER

This Section Is Unchanged From The 2001 ROD

In addition to the effort to minimize roadway width, other measures will be taken to offset potential impacts and potentially enhance the visual quality of the corridor. Landscaping treatments using native grasses and slope flattening will be included in the plans. The roadway is designed to blend with the natural setting, conforming to the line and form of the adjacent terrain and natural setting.

5.17 HAZARDOUS WASTE SITES

This Section Is Unchanged From The 2001 ROD

Further evaluation of potential hazardous waste sites will continue prior to property acquisition and during preliminary highway design. The Revised Selected Alternative will avoid potentially contaminated areas whenever practical. However, where avoidance is not feasible, further site investigation will be required and will be coordinated with the affected property owner. Necessary cleanup plans are coordinated with appropriate agencies and landowners.

The inclusion of environmental specifications in the construction bid package will address worker health and safety during construction and contractor requirements.

5.18 TEMPORARY CONSTRUCTION

This Section Is Unchanged From The 2001 ROD

The following measures are recommended to mitigate temporary construction impacts:

- Working closely with all affected individuals and businesses through a public information program during the project development phase and continuing through construction.
- Encouraging contractors to schedule construction activities during daytime hours to minimize noise impacts, in accordance with Douglas County and Town of Castle Rock noise ordinances. Discouraging weekend work, with the exception of activities best suited for off-peak hours.
- Controlling fugitive dust emissions to within acceptable levels. Contractors will be required to use dust suppression techniques (such as wetting) to prevent excessive releases of fugitive dust.
- Mitigating water quality impacts by adhering to the requirements of stormwater permits issued for the project, through the application of standard CDOT erosion control measures and through the implementation of BMPs (e.g. temporary berms, detention ponds, and settling ponds will be used to control runoff and protect water quality during construction).
- Using temporary erosion control measures during construction and requiring permanent revegetation in disturbed areas.
- Using straw or other mulching material to minimize soil erosion during construction.
- Handling unforeseen construction impacts by using a review process and BMPs.

5.19 CUMULATIVE IMPACTS

This Section Has Minor Changes From The 2001 ROD

Cumulative impacts are impacts on the environment resulting from the incremental impact of a project when added to other past, present, and reasonably foreseeable future actions (regardless of responsible agency or person). As part of the cumulative impacts analysis, nine major transportation improvements by CDOT and local agencies, and five major regional developments were evaluated, including the RidgeGate Development.

Impacts to PMJM habitat, as a result of non-project actions (other projects or cumulative actions), are mitigated by constructing check dams. The check dams have been installed on East Plum Creek. Other habitat restoration in Sellers Gulch, and a former upland grassland along East Plum Creek, are also under consideration as mitigation sites. It is anticipated that the check dams will promote riparian vegetation that serves as PMJM habitat.

Mitigation measures will prevent the projects from further contributing to the cumulative degradation of water quality in the Chatfield and Cherry Creek basins. Proper implementation of construction BMPs and adherence to all applicable regulations will minimize impacts to water quality during the construction phase of the proposed projects. Cross culverts and other drainage structures will be appropriately sized to maintain hydrologic connections across the project corridors. Stormwater detention basins will improve water quality and maintain stormwater runoff to historic levels. Particulates and other contaminants will settle in stormwater detention basins.

Impacts to wetlands from the Revised Selected Alternative increase the total amount of cumulative impact to this resource. However, CDOT's and FHWA's commitment to no net loss minimizes the cumulative loss of wetlands from transportation projects. Similarly, the Revised Selected Alternative contributes to cumulative wildlife habitat loss and fragmentation along the US 85 Corridor. However, the mitigation measures that will be implemented as part of this project minimize these losses to the extent practicable.

6.0 PUBLIC INVOLVEMENT

This Section Has Minor Changes From The 2001 ROD

The ***South I-25 Corridor and US 85 Corridor*** project included an extensive public involvement program throughout the preparation of the DEIS, FEIS and August 2001 ROD. In addition to establishing a project office in the study area, the following methods were used to disseminate information and encourage public participation: newsletters, a project website, project brochures, press releases, a telephone hotline, and over 40 public meetings and individual meetings. Since the release of the August 2001 ROD, the following public meetings were held:

- *DRCOG 2025 Interim RTP Amendment Hearings.* On March 20, 2002, a public hearing was held by DRCOG to provide the public an opportunity to comment on the revisions included in their 2025 Interim RTP. One comment relating to the South I-25 Corridor and US 85 Corridor project was received. This comment applies to the Schweiger Interchange ramp removal. By removing the ramps at this location, the existing one-lane two-way underpass could experience an increase in two-way traffic during morning and evening rush hours. This increase has raised a safety concern. Under existing conditions, the underpass typically carries either northbound or southbound traffic in the morning and evening rush hours. An analysis of this condition using the DRCOG travel demand model shows that the increase in two-way traffic is not sufficient to warrant widening of the underpass to two lanes. In lieu of that, two additional traffic signals will be installed, one at each end of the underpass, for a total of four signals, in order to control two-way traffic. The RidgeGate Development plan includes one parcel from which access would be gained through the Schweiger underpass. This is the only parcel that could cause this increase in two-way traffic. The City of Lone Tree has committed that the unimproved roadway connecting this parcel to the Schweiger underpass will continue to be used for emergencies only. If this parcel is developed with primary access provided by the roadway connecting to the Schweiger underpass, the City of Lone Tree will re-analyze traffic conditions at this location.
- *RidgeGate Parkway Interchange Public Meeting.* On February 21, 2002, the City of Lone Tree and CDOT held a public meeting for the RidgeGate Parkway Interchange. Of those attending, about half took exception to the Schweiger underpass remaining a one-lane two-way roadway, while the other half were satisfied with the underpass remaining one-lane, with additional signals. There were no comments on the RidgeGate Parkway Interchange.
- *Plum Creek Parkway Interchange Public Meeting.* On April 17, 2002, the Town of Castle Rock and CDOT held a public meeting for improvements to the Plum Creek Parkway Interchange. Those present were in favor of the design changes because the standard diamond configuration will provide improved access and mobility at this interchange. No major objections to the design modification were voiced.

7.0 MONITORING AND ENFORCEMENT PROGRAM

This Section Is Unchanged From The 2001 ROD

Both the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) will monitor this project to ensure that mitigation measures contained in this Revised Record of Decision (ROD) (and subsequent permits) are implemented.

Copies of this Revised ROD will be provided to responsible public agencies and CDOT project personnel. Commitments within this document will be implemented through the inclusion of these measures in the construction plans for projects in this area. CDOT will maintain information on the implementation to inform the public or interested commenting agencies, upon request, of the progress in carrying out the adopted mitigation measures.

The decision-making process will continue during preliminary and final design. As the design process continues, more detailed design decisions (some reflected in this Revised ROD) and more specific commitments will be made to minimize both environmental impacts and impacts to adjacent property owners.

CDOT will continue to coordinate with Douglas County, Town of Castle Rock, City of Lone Tree, Colorado Division of Wildlife (CDOW), Chatfield Basin Conservation Network, Community of Sedalia, United States Fish and Wildlife Service (USFWS), United States Army Corps of Engineers (USACE), and Cherokee Ranch and Castle Foundation throughout the design phase.

8.0 CONCLUSION

Based on information contained in the *South I-25 Corridor and US 85 Corridor Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation*, and this Revised Record of Decision, I conclude that the decision reached on the South I-25 Corridor and US 85 Corridor project is in the best overall public interest, uses all practicable means to restore and enhance the quality of the human environment and avoids or minimizes any possible adverse effects. Based on considerations identified in the Section 4(f) Evaluation, I also conclude that there are no feasible and prudent alternatives to the use of Section 4(f) protected lands and that the proposed action includes all possible planning to minimize harm to the identified Section 4(f) properties resulting from such use.

William C. Jones
Division Administrator, Colorado Division
Federal Highway Administration

Date