

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b> <b>REEVALUATION FORM</b>	Original NEPA Approval Date: FONSI 9/2004	Reevaluation Date: 12/2014	Project Code: 19039
<b>Project Name and Location:</b> Interstate 25/Cimarron Interchange, Milepost 140.8-141.4			
<b>NEPA Document Title:</b> <u>Environmental Assessment (EA), I-25 [Interstate Highway 25] Improvements through the Colorado Springs Urbanized Area (3/2004); <u>Finding of No Significant Impact (FONSI) and Final 4(f) Evaluation, I-25 Improvements through the Colorado Springs Urbanized Area (9/2004)</u></u>			
<b>Region/Program/Residency:</b> Region 2 / North Program / David Watt Residency			
<b>Project Description:</b> The I-25 EA originally evaluated impacts for the capacity and safety of 26 miles of I-25 between South Academy Boulevard (Exit 135) in Colorado Springs and State Highway (SH) 105 in Monument (Exit 161), as shown in Figure 1, together with reconstruction of various I-25 interchanges within this corridor. Page 2-10 of the EA stated that, "Consistent with projected traffic demand in the I-25 corridor, the conceptual phasing for the Proposed Action calls for: <ol style="list-style-type: none"> <li>(1) initially six-laning through central Colorado Springs, then</li> <li>(2) six-laning in northern El Paso County, and finally</li> <li>(3) adding HOV [High-Occupancy Vehicle] lanes through central Colorado Springs and completing the six lanes widening south to south Academy Boulevard."</li> </ol> <p>The first of these conceptual phases was undertaken in central Colorado Springs and completed in 2007. The project, referred to as "COSMIX", resulted in 12 miles of six-lane freeway, between South Circle Drive (Exit 138) and North Academy Boulevard (Exit 150). It included major reconstruction at several interchanges, notably not including the Cimarron Street interchange (Exit 141) or the Fillmore Street interchange (Exit 145). In 2012, Colorado Department of Transportation (CDOT) received funding to begin the second phase, which is to widen I-25 from four lanes to six lanes in northern El Paso County between Woodmen Road (Exit 149) and SH 105 (Exit 161). This project is currently under construction and being delivered as a design/build project and projected to be completed by the end of 2014. A separate EA reevaluation was completed (7/13/2014) for grading a portion of the future North Powers Boulevard connection with I-25. Since both of these projects coincide in both proximity and time with one another, CDOT decided to evaluate both of these projects at the same time.</p> <p>The I-25 / Cimarron Street interchange project, as shown in Figure 2, will reconstruct the existing interchange with a new configuration that meets modern design guidelines while improving the aesthetics of the interchange, local trail connectivity and the conveyance of Fountain Creek through the interchange area. Roadway improvements will tie into the surrounding roadway system, extending only as far as needed to provide appropriate design continuity. Along I-25, the project's northern limit will be just south of Colorado Avenue. The southern project terminus along I-25 provides the pavement transition to tie the previously constructed South Nevada Avenue and South Tejon Street safety project including the completion of the northbound auxiliary to the Cimarron Interchange as approved in the I-25 EA. To the west, along United States Highway (US) 24, the project will end at the east side of the US 24 bridge across Fountain Creek. To the east, improvements will end at the western edge of the Cimarron Street bridge over the railroad. CDOT will not modify this bridge. The project includes potential Additional Requested Elements (AREs): full width bridges on I-25 to accommodate future HOV lanes, modification to the US 24 bridge over Fountain Creek for improved interchange operations, and creek and trail enhancements to 8<sup>th</sup> Street.</p>			
<b>Project Phasing Plan And Portions Completed (if applicable):</b> Phase 1 (central Colorado Springs) was largely completed in 2007 by the COSMIX project, but reconstruction of the Cimarron (Exit 141) and Fillmore Street (Exit 145) interchanges was not a part of the this project. Phase 2 is widening between Woodmen Road (Exit 149) and Monument (Exit 161). This project will construct the North Gate Interchange ramps. The North Gate improvements are an interim condition until the North Powers Boulevard Extension is constructed, tying in with the North Gate Interchange. Construction of Phase 2 began March 2013 for this project and is expected to be completed by the end of 2014. Phase 3 is future HOV lanes through Colorado Springs and completing the six lane widening to South Academy Boulevard (Exit 135).			
<b>Portion of Project Currently Being Advanced:</b> Re-construction of the I-25 / Cimarron Interchange is the final portion of the I-25 Phase I Construction.			
<b>Date(s) of Prior Reevaluations:</b> <ul style="list-style-type: none"> <li>• Widening I-25 to six lanes in northern El Paso County between Woodmen Road (Exit 149) and SH 105 (Exit 160) including grading of the North Powers Boulevard connection with I-25 – July, 2012</li> <li>• Re-construction of the I-25 / Fillmore Street Interchange – July 2014</li> <li>• Grading of the North Powers Boulevard connection with I-25 – July 13, 2014</li> </ul>			

## I. Document Type

- Categorical Exclusion (CE)
- Environmental Assessment (EA)
- Finding of No Significant Impacts (FONSI)
- Draft Environmental Impact Statement (DEIS)
- Final Environmental Impact Statement (FEIS)
- Supplemental Environmental Impact Statement (SEIS)
- Record of Decision (ROD)
- Other (such as: local funding, etc.)

(Describe):

## II. Reason for Reevaluation

- Project is proceeding to the next major approval or action [23 CFR 771.129(c)]
- Project changes such as laws, policies, guidelines, design, environmental setting, impacts or mitigation (describe:) See Section IV Regulation Changes for a list of laws, policies, guidelines that have changed. The I-25/Cimarron Interchange will change from a Tight Urban Diamond Interchange (TUDI) to a Single Point Diamond Interchange (SPDI).
- Greater than three years have elapsed since Federal Highway Administration's (FHWA) approval of the DEIS [23 CFR 771.129(a)] or FHWA's last major approval action for the FEIS [23 CFR 771.129(b)]
- Other:

## III. Conclusion and Recommendation

- The above environmental document has been reevaluated as required by 23 CFR 771.129 and it was determined that no substantial changes have occurred in the social, economic, or environmental impacts of the proposed action that would substantially impact the quality of the human, socio-economic, or natural environment. Therefore, the original environmental document or CE designation remains valid for the proposed action. It is recommended that the project identified here-in be advanced to the next phase of project development. A summary of the review is documented in Section IV.
- The above environmental document has been reevaluated as required by 23 CFR 771.129 and it was determined that the environmental document or CE designation is no longer valid or more information is required. Additional required documentation is identified in Section VII.

\_\_\_\_\_  
Regional Planning Environmental Manager or Designee

\_\_\_\_\_  
Date

\_\_\_\_\_  
Federal Highway Administration Division Administrator or Designee

\_\_\_\_\_  
Date

## IV. Evaluation

- Level 1: Less than three years since last major step to advance the action ( e.g. approval of NEPA document, authority to undertake final design, authority to acquire significant portion of right-of-way (ROW), approval of Plan, Specification, and Estimate (PS&E) and there are no changes in project scope, environmental conditions, environmental impacts or regulations and guidelines.- OR - The document being reevaluated is a programmatic Categorical Exclusion regardless of time since the last major step to advance the action (as long as the project would still be covered by a programmatic CE. All decisions in the prior NEPA document remain valid. No FHWA concurrence is required. Note to file and to distribution below.

- Level 2: Less than three years since last major step to advance action and there are only minor changes in the project scope and/or updates or explanation needed for one or more resource areas. FHWA concurrence is required.
- Level 3: More than three years since last major step to advance action and there are only minor changes in the project scope and/or updates or explanation needed for one or more resource areas. FHWA concurrence is required.
- Level 4: Major changes in project scope or environmental commitments, or for Environmental Impact Statements (EIS) when greater than three years have elapsed since the last major project action. Updates or new studies maybe required. A Level 4 Reevaluation may require a separate document. FHWA concurrence is required.

<b>ENVIRONMENT SETTING, AFFECTED ENVIRONMENT, AND ENVIRONMENTAL IMPACT ASSESSMENT:</b> (Document changes to human, socio economic, or natural environment for environmental setting or circumstances. Document changes in impact status. Place check-mark or description where relevant. Note: this list may be expanded or adjusted to match the headings in the original environmental document reviewed.)						
Setting/Resource/Circumstance	Change in Affected Environment or Setting		Change in Environmental Impact		Date Reviewed	Highlight Section VI Additional Studies Required or Section IX Attachments
	Yes	No	Yes	No		
Air Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Geologic Resources and Soils	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Water Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Wetlands/Waters of U.S.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Vegetation and Noxious Weeds	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Fish and Wildlife	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Threatened/Endangered Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Historic Resource (includes bridges)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	VI: Historic Resources Evaluations IX: I-25 Cimarron Interchange Reevaluation Report
Archaeological Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Paleontological Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Social Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Economic Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Environmental Justice	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Residential/Business Right-of-Way Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Transportation Resources (roadway, rail, bus, bike, pedestrian, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report

Setting/Resource/Circumstance	Change in Affected Environment or Setting		Change in Environmental Impact		Date Reviewed	Highlight Section VI Additional Studies Required or Section IX Attachments
	Yes	No	Yes	No		
Section 4(f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/2014	VI: 4(f) Evaluation, , IX: I-25 Cimarron Interchange Reevaluation Report
Section 6(f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/20/14	VI: 6(f) Evaluation, IX: I-25 Cimarron Interchange Reevaluation Report
Farmlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Visual Resources/Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Hazardous Materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Cumulative Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report
Stakeholder Outreach	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/2014	IX: I-25 Cimarron Interchange Reevaluation Report

**DESIGN ALTERATIONS:**

**A. Revised Interchange Configuration**

The I-25 Cimarron interchange in Colorado Springs, Colorado is the connection between Interstate 25 and US Highway 24 West. The I-25 Cimarron interchange was built in 1959 and does not accommodate existing or projected traffic volumes nor does it meet current design criteria. Improvements to this interchange have been examined twice, first in the 2004 I-25 EA and then in the May 2012 US 24 West EA. The US 24 EA reviewed the interchange design to ensure compatibility with the improvements proposed for US 24 West. The interchange Improvements are considered a separate action from the US 24 improvements and were thus not included in the proposed action of the US 24 West FONSI that was signed 10/2/2014.

To meet traffic demand in the year 2025, the I-25 EA recommended that the Cimarron interchange be reconstructed in a TUDI, having two consecutive traffic signals that would handle the eastern half and the western half of the interchange.

In 2012, CDOT and FHWA completed a separate EA for US Highway 24, between I-25 and Manitou Springs. To meet traffic demand in the year 2035, the US 24 West EA recommended the following for the I-25 Cimarron interchange:

**“Build single-point diamond interchange (SPDI) with a loop ramp for eastbound-to-northbound travel at US 24 and I-25.** This interchange design replaces the tight diamond interchange identified in the *I-25 Improvements through the Colorado Springs Urbanized Area EA* (CDOT, 2004a). Since that EA was approved, traffic forecasts and future traffic operations have been revised by the Pikes Peak Area Council of Governments (PPACG), making a SPDI design more efficient operationally.” [Chapter 2 – Alternatives, page 2-14, 1<sup>st</sup> bullet.]

The proposed basic configuration meets the purpose and need for the interchange project, as defined in the 2004 I-25 EA. Because I-25 has already been reconstructed both north and south of the Cimarron interchange, based on the previously recommended TUDI configuration, there is very limited flexibility with regard to the footprint within the constrained project area, and thus the new SPDI design impacts vary only slightly from the previous design as shown in Figure 2 of the attached I-25 Cimarron Interchange Reevaluation Report. This 2014 reevaluation reports the changed impacts resulting from the current, proposed design.

## B. Design/Build Additional Requested Elements

CDOT intends to use the Design/Build approach for I-25 Cimarron interchange project delivery. The successful bidder for the construction project will also have extensive input into project final design. Additionally, as part of the bidding process, CDOT has identified Additional Requested Elements (AREs), listed below, which are included in the published Request for Proposals for the project and may or may not be included in the contractors' bid / final design. Impacts associated with ARE No. 1, 2A, 2B, and 3 have been addressed and cleared in this reevaluation. If the contractor identifies an additional requested element (ARE No. 4) that is beyond the perimeters of this reevaluation, an additional reevaluation to clear that ARE will be required.

**ARE No. 1 – Full Width I-25 Bridge:** All the additional work necessary to replace the existing I-25 Bridge over Cimarron and Fountain Creek (Str. # I-17-DG) with a full-width bridge structure that fully conforms to the ultimate I-25 lane and shoulder configuration. This ARE refers only to the additional bridge structure elements required to accommodate the ultimate HOV lanes in the middle of I-25. This ARE would eliminate the need to modify this structure in the future.

**ARE No. 2A – Widen US 24 Bridge over Fountain Creek and provide additional lanes to 8th Street:** This ARE provides operational benefits to the interchange with additional auxiliary lane lengths for both eastbound and westbound from I-25 southbound off-ramp to 8th Street, and provides additional eastbound left turn storage at the I-25 ramp intersection.

**ARE No. 2B – Replace US 24 Bridge over Fountain Creek and provide additional lanes to 8th Street:** This ARE provides operational benefits to the interchange with additional auxiliary lane lengths for both eastbound and westbound from I-25 southbound off-ramp to 8th Street, and provides additional eastbound left turn storage at the I-25 ramp intersection.

**ARE No. 3 – Provide additional trail and stream improvements along Fountain Creek:** This ARE provides for a more efficient and less disruption one-time completion of Fountain Creek restoration between the previous Gold Hill Mesa project to the west which ended at 8<sup>th</sup> Street and the Fountain Creek improvements that will be happening as part of the interchange complex at I-25.

**ARE No. 4 – Provide contractor-defined additional requested elements:** Contractor contractual commitments to provide additional Work that enhances operations on US 24 and at the I-25 and US 24 Interchange. This ARE provides the contractor flexibility to propose other design features or modifications, as long as they are within the environmental footprint of the I-25 EA and its reevaluation or the US 24 EA that would be covered by this analysis.

### **REGULATORY CHANGES:**

*(Document changes to laws, regulations, and/or guidelines.)*

- Pikes Peak Area Council of Governments (PPACG) has a new traffic model (VISSIM).
- A new regional carbon monoxide (CO) "limited maintenance plan" adopted by the Air Quality Control Commission in December 2009 effectively eliminates the regional CO conformity budget.
- Environmental Protection Agency (EPA) now requires the use of MOVES2014 to generate emission rates for air quality analyses. The EPA strengthened the NAAQS for nitrogen dioxide (NO<sub>2</sub>) on January 22, 2010 to add a one-hour standard at the level of 100 parts per billion (EPA, 2010). The State of Colorado plans to install a roadside NO<sub>2</sub> monitor along I-25 in Colorado Springs to meet EPA's requirements for urban centers with a population of 500,000 or more residents.
- In January 2010, EPA formally proposed to tighten the national ozone standard, but President Obama subsequently requested that EPA defer any action to tighten the ozone standard until 2014.
- On March 10, 2006, EPA published a final rule that established the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in (particulate matter) (PM) 2.5 and PM<sub>10</sub> nonattainment and maintenance areas.
- FHWA has developed and updated guidance on the topic of Mobile Source Air Toxics. The version currently in effect is the Interim Guidance that was issued in September 2009.
- Pikes Peak Area Council of Governments (PPACG) has new socio-economic projections, and a new Regional Transportation Plan, extending out to 2035.
- The City has updated its 2020 Land Use Map as recently as 2011. Based on this planned land use, PPACG developed the *Moving Forward Update 2035 Regional Transportation Plan (2035 Plan)*, which supersedes the *Destination 2025: A Mobility Plan for the Pikes Peak Region (Destination 2025 Plan)*.
- Federal regulations and Colorado noise abatement guidelines in effect when the 2004 I-25 EA was prepared have been superseded with newer versions, dated July 2011. A new FHWA-mandated noise model called TNM is now in use. TNM version 2.5 is the most recent software update (the 2004 I-25 EA used STAMINA).
- In December 2010, the US Fish and Wildlife Service designated critical habitat for the threatened Preble's meadow jumping mouse along Monument Creek and its tributaries.
- In August 2007, the bald eagle was removed from the federal list of threatened and endangered species.

- In February 2011 CDOT updated Section 240 of its Standard Specifications, "Protection of Migratory Birds".
- CDOT has updated numerous guidance documents for conducting NEPA processes. These are documented in the CDOT NEPA Manual Version 4 (October 2014).
- New Section 4(f) regulations were codified at 23 CFR Part 774.
- FHWA prepared an updated Section 4(f) Policy Paper (July 2012).
- The US Army Corps of Engineers has new regional supplements for wetland delineations and CDOT has mandated use of FACWet on projects.
- CDOT has a water quality consent decree with Colorado Department of Public Health and Environment (CDPHE), and also a CDPHE MS4 stormwater permit which has expired, but has been extended until a new permit is issued - expected in early 2015.

**IMPACTS ASSESSMENT:**

*(For items checked as changed above: assess the affected natural and socio-economic environment, impacts and new issues/concerns which may now exist.)*

Please see attached I-25 Cimarron EA Reevaluation

**MITIGATION:**

- All mitigation commitment(s) from NEPA document remain the same (discuss status and compliance):
- Mitigation commitment(s) have changed from NEPA document. See attached Mitigation Matrix

**V. Public/Agency Involvement (optional)**

*(If any, document public meetings, notices, & websites, and/or document agency coordination. For each provide dates, and coordination, where applicable.)*

- A public meeting was held June 3, 2014 at the Colorado Springs Historic City Auditorium. 104 attendees signed in. The purpose of the meeting was to update the community on the coordination efforts to date, the basic configuration of the interchange including aesthetics, trails, and stream improvements, and the project schedule. No new issues or developments were identified.
- A detailed stakeholder process was implemented for this project. A summary has been attached.
- Multiple coordination meetings were held with City of Colorado Springs Parks, Recreation, and Cultural Resources office for aesthetics, noise, and Section 4(f) and Section 6(f) impact evaluation and mitigation
- Multiple coordination meetings were held with Colorado Parks and Wildlife in reference to the Fountain Creek modifications and preliminary Senate Bill 40 reviews in preparation of the approval that will happen at final design.
- Multiple coordination meetings were held with USACE in reference to the Fountain Creek modifications culminating with the attainment of the Section 404 permit (see attached).
- Multiple meetings were held with the Floodplain Administrator culminating with the attainment of the Floodplain Development permit (see attached).
- Future public involvement/information will be performed by the contractor. Key issues will include: homeless outreach, maintenance of traffic detours information for through traffic, businesses and trail users.

**VI. Additional Studies Required for Proposed Action**

- Section 6(f) Evaluation – initial CPW and NPS coordination and approval completed, CPW will require final documentation showing that all appropriate Section 6(f) substitution property has been provided. See Mitigation Matrix.
- Section 4(f) Evaluation -completed
- Historic Resources Evaluation -completed
- Environmental Site Assessment -completed
- Traffic Noise Addendum - completed

## VII. Additional Requirements for Proposed Action

- An SEIS is required, because the changes to the proposed action will result in significant impacts not evaluated in the EIS.
- An SEIS is required, because new information or circumstances will result in significant environmental impacts not evaluated in the EIS.
- A revised ROD is required, because an alternative is recommended that was fully evaluated in an approved FEIS but was not identified as the preferred alternative.
- Appropriate environmental study or an EA is required, because the significance of new impacts is uncertain.
- A revised FONSI is required, because an alternative is recommended that was fully evaluated in an approved EA but was not identified as the preferred alternative.
- Other (Describe):
- None

## VIII. Permits Updated (optional)

*(This section is only required when the next stage of a project is going to construction. List permits.)*

- CDOT received Section 404 permit for the project July 14, 2014.
- CDOT received the Floodplain Development Permit May 29, 2014 from the regional floodplain administrator with El Paso County.
- CDOT's previous MS4 Stormwater permit expired at the end of 2011. It has been extended until a new permit, which is being written by CDPHE, is completed – expected in springs 2015.

Since the delivery method for this project will be Design-Build, and various permits are predicated on having a final design. The permits to be obtained during the design process include: CDPS (Stormwater permit), SB40 Certification, Air Pollution Emissions Notice (APEN), and MS4 Certification.

## IX. Attachments Listed

*(List permits, studies, background data, etc.)*

- Figure 1
- Figure 2
- I-25 Cimarron Interchange Reevaluation Report
- CD Attachments include:
  1. Section 6(f) Documentation for Midland Trail Replacement
  2. Section 4(f) Documentation for Trail Impacts
  3. 2014 Traffic Noise Analysis and Abatement Documentation
  4. Clean Water Act Section 404 Permits from USACE
  5. I-25 Cimarron Interchange Project Floodplain Development Permit.
  6. Phase I & II Environmental Site Assessment for Interchange Northwestern Quadrant, Asbestos and Lead-Based Paint Assessments, and Additional Express Inn Data
  7. 2014 Section 106(f) Historic Properties Consultation Documentation
  8. Stakeholder Process Summary

Figure 1. I-25 EA Project Limits



Source: I-25 EA, Page 1-2, 2004

Figure 2. I-25 Cimarron Interchange Area

