

## **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.