

S.0 SUMMARY

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S.1 INTRODUCTION

The South I-25 Corridor and US 85 Corridor Final Environmental Impact Statement (FEIS)/Section 4(f) Evaluation has been prepared by the Federal Highway Administration (FHWA) in conjunction with the Colorado

Department of Transportation (CDOT). This document evaluates transportation solutions that address the present and future transportation inadequacies in the project corridor. The format and organization of this FEIS follows FHWA and National Environmental Policy Act (NEPA) guidelines for preparing environmental and Section 4(f) documents. The project corridor, which lies entirely in Douglas County, Colorado, includes I-25 from C-470 (milepost [MP] 195) to MP 178 near the southern limit of Castle Rock and US 85 from C-470 (MP 200) to Castle Rock (MP 184). Figure S.1 shows the project corridor and study area.

The EIS process is used to determine and evaluate federally funded transportation improvements. This FEIS presents the alternatives previously considered and eliminated and the three alternatives and variations still under consideration for the Selected Alternative. A Selected Alternative will be presented in the Record of Decision (ROD). The Selected Alternative will likely be a combination of the three alternatives and variations.

This Summary highlights the major findings of this FEIS related to the different chapters:

- Purpose and Need
- Alternatives
- Travel Demand
- Affected Environment
- Environmental Consequences
- Section 4(f) Evaluation
- Mitigation

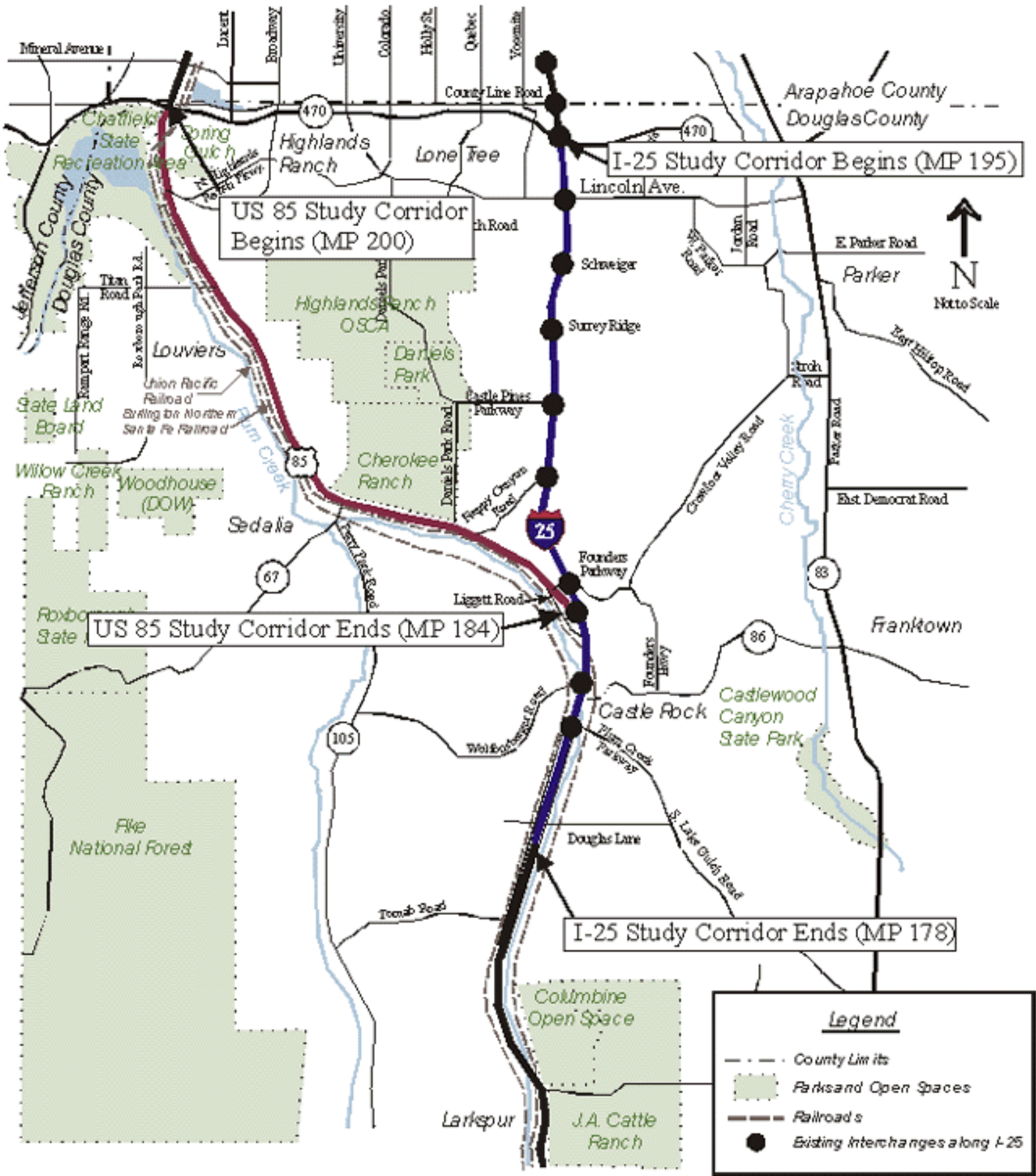
In addition to the chapter summaries, major governmental actions and any unresolved issues within the project corridor are also discussed.

S.2 PURPOSE AND NEED

The purpose of the South I-25 Corridor and US 85 Corridor EIS is to develop a transportation solution that addresses transportation capacity inadequacies and safety problems in the I-25 Corridor and the US 85 Corridor while avoiding or minimizing adverse environmental impacts.

The first step in this EIS process was to identify the project need. A problem statement was developed based on an extensive scoping process with input from the public and affected agencies. The project objectives were identified based on the need defined in the problem statement. These objectives determine the guidelines for measuring effectiveness of proposed improvements. The purpose and need is the foundation of the alternative evaluation process.

Figure S.1
South I-25 Corridor and US 85 Corridor Study Area



S.2.1 Problem Statement

The following problem statement was developed for the I-25 Corridor and US 85 Corridor.

The north/south peak travel demand in northern Douglas County has grown at a pace faster than the surrounding metropolitan area. These trips, primarily to jobs in the Denver Central Business District (CBD) and the Southeast Business District (SEBD), have overtaxed the existing infrastructure. North/south travel options beyond the use of automobiles on I-25 and US 85 are limited.

S.2.1.1 I-25 Corridor Problem Statement

Traffic volumes on I-25 exceed the design during the a.m. and p.m. peak hours. The result is congestion, delays, and crashes, exacerbated by adverse weather.

I-25 is the focus for inter-regional travel and the majority of commuter trips originating in Douglas County.

Forecasts of future demand show continued overtaking of the I-25 facility, resulting in more hours of congestion, longer delays, and more crashes.

S.2.1.2 US 85 Corridor Problem Statement

The US 85 Corridor has one lane in each direction. In many locations left- and right-turn lanes do not exist. This results in a high number of crashes and dangerous driving, such as passing slower vehicles on the shoulders.

US 85 provides for some short-distance regional trips and many local trips. US 85 is the local street for communities such as Sedalia and Louviers. Turning on to and off of US 85 is difficult because of the speed and volume of the mainline traffic.

Forecasts of future demand show increased driver frustration, resulting in increased crashes and reduced accessibility.

S.2.2 Project Objectives

The following project objectives were developed based on the problem statement.

The South I-25 Corridor and US 85 Corridor EIS project objective is to improve north/south mobility and travel safety in northern Douglas County in a manner that enhances efficient management and maintenance of transportation facilities and is sensitive to the environment, wildlife resources, and quality of life within Douglas County.

The I-25 Corridor should be maintained as the primary north/south travel corridor in northern Douglas County. I-25 improvements should reduce congestion during peak periods and improve safety on the interstate.

The US 85 Corridor improvements should provide enhanced mobility and safety while managing local access.

Based on the project objectives, more than 80 alternatives were identified for improvements to both corridors.

S.3 ALTERNATIVES

The alternatives presented in this FEIS are the result of a public and agency process combined with environmental and technical analysis. A three-step evaluation process was used to progressively eliminate alternatives from further consideration. From this evaluation process, the South I-25 Corridor and US 85 Corridor Long-Term Vision Through 2020 and Beyond was developed to meet the project objectives and community vision. Vision elements likely to be constructed over the next 20 years were presented as alternatives to be considered and were comparably evaluated and documented in the Draft EIS (DEIS). The alternatives presented in this FEIS were developed from the DEIS alternatives, and are based on public and agency comments and additional evaluation. These alternatives include mainline widening, interchange reconfigurations, minor realignments, and a car pool lot. Of the three alternatives developed for the FEIS, two build alternatives are being fully evaluated in this FEIS to allow for the flexibility of selecting different improvement options. Many of these elements are needed as a result of proposed development.

Three alternatives (and three variations of the alternatives) were developed and are evaluated in this FEIS. These alternatives include the No-Action Alternative, Preferred Alternative, and Other Alternative. The Selected Alternative presented in the ROD will likely be one of these alternatives or a combination of the alternatives. All elements of the Preferred Alternative are included in the 2020 Denver Regional Council of Governments (DRCOG) Regional Transportation Plan (RTP) and will be funded by CDOT. Not all elements included in the Other Alternative are in the RTP, or are not currently planned to be funded by CDOT. The DRCOG RTP outlines transportation improvements to be made in the Denver area. Those elements of the Other Alternative that are not in the 2020 RTP must be added to a future RTP (through the amendment process) before they can be constructed.

S.3.1 No-Action Alternative

The No-Action Alternative consists of no major improvements other than the Early-Action projects that have already been committed. The Early-Action projects are CDOT safety improvement projects already constructed or scheduled to be constructed within the next 5 to 10 years. The No-Action Alternative also includes minor safety and maintenance improvements along I-25 and US 85 and the Douglas Lane Interchange on I-25. A description of these projects is included in Section S.7, *Other Major Governmental/Group Actions*.

S.3.2 Preferred Alternative

The Preferred Alternative focuses on mainline I-25 and US 85 widening to add one general-purpose lane in each direction and improvements to the Schweiger Interchange and the Surrey Ridge Road Interchange along I-25 and the State Highway (SH) 67 Intersection along US 85. Existing accesses along US 85 are improved and managed as described in the *Final US 85 Access Management Plan*, February 2001. The Preferred Alternative is estimated to cost \$151.6 million.

In addition to the Early-Action projects and the Douglas Lane Interchange, the Preferred Alternative includes the following I-25 Corridor major improvements:

- Widening to eight lanes (six through lanes and two climbing lanes) between C-470 and Meadows/Founders Parkway
- Widening to six lanes between Meadows/Founders Parkway and Douglas Lane

- Reconstructing the Schweiger Interchange to a half diamond interchange (improving northern ramps and removing southern ramps)
- Reconstructing the Surrey Ridge Interchange to a three-quarter diamond interchange (improving southern ramps and northbound entrance ramp; removing southbound exit ramp)
- Constructing a car pool lot (accommodating 500 spaces) in northeast quadrant of the I-25 and Castle Pines Parkway Interchange
- Minor realignment of I-25 to the east between Wolfensberger Road and Liggett Road
- Constructing a new Union Pacific Railroad Bridge south of the existing bridge

Major components of the Preferred Alternative along the US 85 Corridor include:

- Widening to six lanes between C-470 and Highlands Ranch Parkway
- Widening to four lanes between Highlands Ranch Parkway and Meadows Parkway
- Reconfiguring of the US 85/SH 67 Intersection
- Constructing a frontage road in Sedalia
- Minor realignment of US 85 at Cook Ranch (MP 195.4)
- Constructing a bicycle/pedestrian facility
- Providing for a grade-separated crossing under US 85 for the High Line Canal Trail
- Developing enhanced wildlife crossings

The FHWA and CDOT have chosen the Preferred Alternative because it best meets the local communities needs and desires, fulfills the project objectives, and provides flexibility in future transportation needs.

S.3.3 Other Alternative

In addition to the Early-Action projects and the Douglas Lane Interchange, the Other Alternative includes mainline widening, major interchange reconfigurations, the addition of a new interchange, frontage road, and a car pool lot. The Other Alternative is estimated to cost \$177.5 million.

Major components of the Other Alternative along the I-25 Corridor include:

- Widening to eight lanes (six through lanes and two climbing lanes) between C-470 and Meadows/Founders Parkway

- Widening to six lanes between Meadows/Founders Parkway and Douglas Lane
- Constructing a diamond interchange at proposed Rampart Range Development
- Reconstructing the Surrey Ridge Road Interchange to a diamond interchange
- Removing the Schweiger Interchange ramps
- Constructing a frontage road on the east side of I-25 from Castle Pines Parkway to proposed Rampart Range Interchange
- Reconfiguring the Castle Pines Parkway Interchange with loop ramp in southeast quadrant
- Constructing a car pool lot (accommodating 500 spaces) in northeast quadrant of the I-25 and Castle Pines Parkway Interchange
- Widening of Happy Canyon Road Bridge
- Minor realignment of I-25 to the east between Wolfensberger Road and Liggett Road
- Constructing a new Union Pacific Railroad Bridge south of the existing bridge

Major components of the Other Alternative along the US 85 Corridor include:

- Widening to six lanes between C-470 and Titan Road
- Widening to four lanes between Titan Road and Meadows Parkway
- Reconfiguring the US 85/SH 67 Intersection
- Constructing a frontage road in Sedalia
- Minor realignment of US 85 at Cook Ranch (MP 195.4)
- Constructing a bicycle/pedestrian facility
- Providing a grade-separated crossing under US 85 for the High Line Canal Trail
- Developing enhanced wildlife crossings

Several improvements included in the Other Alternative were developed in response to proposed developments within the area. The Rampart Range Development proposes to construct the Rampart Range Interchange. If the Rampart Range Interchange is built, the Schweiger Interchange is no longer needed and the Surrey Ridge Interchange will be upgraded to a full diamond interchange. Before the Surrey Ridge Road diamond interchange

and frontage road are constructed, CDOT (or the project sponsor) will explore amending the RTP and will reflect the Other Alternative in the ROD. Funding for the Rampart Range Interchange is the responsibility of the local entities.

The Castle Pines Parkway loop ramp and the Happy Canyon Road widening are also needed as a result of the traffic generated from the proposed developments. Although CDOT will be participating in the funding of these improvements, local funds will also be required due to the development needs.

CDOT and Douglas County support the six-lane section between Highlands Ranch Parkway and Titan Road; however, funding is not currently identified for this improvement. If funding is identified, CDOT will explore amending the RTP and will reflect the Other Alternative in the ROD in order to construct this improvement.

S.3.4 Alternative Variations

Three variations of the alternatives along I-25 between Lincoln Avenue and Castle Pines Parkway are also evaluated. These variations differ in the Surrey Ridge Road Interchange configuration, Surrey Ridge Road Interchange configuration, and the addition of a frontage road.

S.4 TRAVEL DEMAND

Travel demand for both the I-25 Corridor and US 85 Corridor has been increasing continually during the last several years. Between 1997 and 1999, traffic volumes along the I-25 Corridor and US 85 Corridor have increased at an annual rate of 15 and 28 percent, respectively. These trends are expected to continue. By 2020, the traffic volumes are expected to increase between 90 and 142 percent for the I-25 Corridor and between 21 and 50 percent for the US 85 Corridor.

The existing (1998) peak hour levels-of-service (LOS) range from LOS A along the southern sections of I-25 to LOS E on the northern, more congested sections of I-25. US 85 existing peak-hour LOS ranges from LOS C to LOS E. In 2020, the LOS in both corridors is expected to deteriorate to LOS E or LOS F without improvements. The Preferred Alternative and the Other Alternative improve the peak hour LOS in most sections. On the northern section of I-25, the peak hour LOS does not improve from LOS F, but the hours of congestion (LOS E or LOS F) do improve. For additional information on LOS, see Section 3.4, *Existing (1998) and Future (2020) Traffic Operations*.

Table S.1 shows existing hours of congestion and future hours of congestion for each alternative along I-25 and US 85. A comparison between the existing hours of congestion and the future No-Action Alternative hours of congestion dramatically illustrates the impact that increased traffic volumes will have on each corridor. Without improvements, I-25 hours of congestion increase from a total of 1 hour to 20 hours a day and the US 85 hours of congestion increase from a total of 8 hours to 15.5 hours a day. The Preferred Alternative and the Other Alternative are shown together as the two have similar hours of congestion. Implementing either of the build alternatives (the Preferred Alternative or the Other Alternative) decrease the hours of congestion to a total of 9 hours of congestion on I-25 and 1.5 hours of congestion on US 85.

Table S.1
Daily Hours of Congestion

Alternative	Daily Hours of Congestion	
	Northbound	Southbound
I-25 Corridor		
Existing Conditions (1998)	0	1
No-Action (2020)	12.5	7.5
Preferred Alternative/Other Alternative (2020)	4	5
US 85 Corridor		
Existing Conditions (1998)	8*	
No-Action (2020)	7	8.5
Preferred Alternative/Other Alternative (2020)	1	0.5

I-25 hours of congestion measured south of Lincoln Avenue and US 85 hours of congestion measured south of Titan Road.

**US 85 is currently a two-lane highway south of Highlands Ranch Parkway and the LOS for a two-lane highway is analyzed as a whole, not by direction.*

S.5 ENVIRONMENTAL CONSEQUENCES AND SECTION 4(f) EVALUATION

Major adverse and beneficial environmental impacts include:

- No relocations are anticipated along the I-25 Corridor and nine relocations (three residential, six commercial) are anticipated along the US 85 Corridor as a result of the Preferred Alternative and the Other Alternative.
- Without mitigation, noise in the I-25 Corridor and US 85 Corridor increases with the No-Action Alternative, the Preferred Alternative, and the Other Alternative.
- The Preferred Alternative and the Other Alternative have an adverse effect on one historic property along I-25 and one historic property along US 85.
- The Preferred Alternative and the Other Alternative both increase roadway capacity, reducing the daily hours of congestion by up to 7.5 hours northbound and 2.5 hours southbound along I-25 and by up to 6 hours northbound and 8 hours southbound along US 85.
- The Preferred Alternative and the Other Alternative impact the Preble's Meadow Jumping Mouse (PMJM) habitat.
- The Preferred Alternative and the Other Alternative will require land from six Section 4(f) properties, this includes the two historic properties previously mentioned.
- The Preferred Alternative will impact approximately 0.12 hectares (0.30 acres) of jurisdictional wetlands, while the Other Alternative will impact approximately 0.17 hectares (0.43 acres) of jurisdictional wetlands.

Table S.2 and Table S.3 are summaries of the environmental impacts for the Preferred Alternative and the Other

Alternative.

Table S.2
Preferred Alternative Summary of Impacts

Resource	I-25 Corridor	US 85 Corridor
Neighborhood	None	None
Environmental Justice	None	None
Relocation	None	Nine relocations
Right-of-Way	10.1 ha (25.0 ac)	49.4 ha (122 ac)
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: 1,048,801 m ² (11,285,096 ft ²)	Potential improvements to water quality Impervious Area: 711,452 m ² (7,655,223 ft ²)
Vegetation	73.6 ha (182 ac)	68 ha (169 ac)
Wetlands	0.10 ha (0.25 ac) wetlands 0.19 ha (0.48 ac) Other Waters of US	0.10 ha (0.25 ac) wetlands 0.46 ha (1.14 ac) Other Waters of the US
Geology	None	None
Wildlife	67.5 ha (166.8 ac) loss of habitat	61.0 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: 2.47 ha (6.1 ac)
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 two 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

Table S.3
Other Alternative Summary of Impacts

Resource	I-25 Corridor	US 85 Corridor
Neighborhood	None	None
Environmental Justice	None	None
Relocation	None	Nine relocations
Right-of-Way	28.9 ha (71.4 ac)	51.4 ha (127 ac)
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: 1,191,194 m ² (12,817,247 ft ²)	Potential improvements to water quality Impervious Area: 732,544 m ² (7,882,178 ft ²)
Vegetation	104.1 ha (257.4 ac)	70.5 ha (174.2 ac)
Wetlands	0.15 ha (0.38 ac) wetlands 0.35 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	98 ha (242.2 ac) loss of habitat	63.1 ha (156 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: 0.07 ha (0.18 ac) PMJM: 1.76 ha (4.36 ac)	Black-tailed prairie dog: 2.47 ha (6.1 ac)
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 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

S.6 MITIGATION

Mitigation measures detailed in Chapter 7.0, *Mitigation*, are summarized on Table S.4.

Table S.4
Summary of Proposed Mitigation Measures

Resource	Proposed Mitigation Measures
Recreational Resources	<p><u>Centennial Trail</u>: connect trail to the bicycle/pedestrian facility to encourage a crossing of US 85 at Blakeland Drive (signalized intersection), thereby avoiding C-470 Ramp traffic.</p> <p><u>High Line Canal Trail</u>: construct a grade-separated crossing with US 85</p> <p><u>Spring Gulch Equestrian</u>: pave entrance/exit providing safer in/out access for vehicles with horse trailers. Revegetation of entrance way, realignment of entrance gate, reposition of signs, and realignment of the Center's fence ensuring the appearance of the entry way is as good as the preconstruction status. Full range of access is also preserved.</p>
Water Quality and Quantity	Preparation of a SWMP, implementation of BMPs, improvement to drainage systems and construction of stormwater detention/infiltration facilities.
Vegetation	<p>Construction of retaining walls where steep slopes would be subject to erosion. Inventorying and mapping of state listed noxious weeds.</p> <p>Replacement of impacted shrubs and trees based upon water availability.</p>
Wetlands	<p>Preservation of water quality in wetlands through implementation of a SWMP.</p> <p>Restoration or creation of wetlands in (1) Newlin Gulch on I-25 and/or (2) Spring Gulch on US 85.</p> <p>Installation of 3 check dams in East Plum Creek near Castle Rock.</p> <p>Monitoring of the areas surrounding the check dam installations ensuring the restoration project is effectively reconnecting hydrophitic vegetation with the water table.</p>
Wildlife	<p>Replacement of Woody riparian vegetation (ratio of 1:1) where water requirements can be met for planting riparian vegetation.</p> <p>Enlarging US 85 wildlife crossings at tracking stations 1 and 3 (MP 195.2 and MP 189.7) to accommodate deer and elk movement across US 85.</p> <p>Installing signage in areas of known wildlife crossings.</p> <p>Resize and clean existing culverts along US 85 to allow for the potential movement of small wildlife.</p>
Floodplains	<p>Construction of detention basins, infiltration beds, or other structural controls to reduce and minimize the effects of increased runoff due to substantial increases in impervious surfaces.</p> <p>Preparation of a SWMP to eliminate dirty construction run-off.</p>

Threatened, Endangered, and Other Special-Status Species	Scheduling construction near PMJM habitat during the hibernation period (October 15 to April 30). Prohibiting evening construction adjacent to areas of known PMJM habitat. Installation of 3 check dams in East Plum Creek near Castle Rock enhancing PMJM habitat. 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. Contributing financially or in-kind services for the preservation of black-tailed prairie dog habitat equal in size to habitat lost from the Selected Alternative.
Historic Resources	<u>Cherokee Ranch Historic District</u> : Proper documentation of the Main Gate and Rattlesnake Road prior to construction. Relocation of the Main Gate, as well as the surrounding vegetation, to a permanently safe location on the property is also required. <u>D&RG Railroad</u> : Proper documentation of the RR prior to construction.
Section 4(f) Properties	<u>D&RG RR</u> : Proper documentation prior to construction. <u>High Line Canal Trail</u> : Separation of grade between the trail and US 85. <u>Spring Gulch Equestrian</u> : Pave entrance/exit providing safer in/out access for vehicles with horse trailers. Revegetation of entrance way, realignment of entrance gate, reposition of signs, and realignment of the Center's fence ensuring the appearance of the entry way is as good as the preconstruction status. Full range of access is also preserved. <u>AT&SF Railway</u> : Minimize take of property by constructing the alternative with the least amount of ROW width. <u>Cherokee Ranch</u> : Proper documentation of the Main Gate and Rattlesnake Road prior to construction. Relocation of the Main Gate, as well as the surrounding vegetation, to a permanently safe location on the property is also required. <u>Cherokee Ranch Conservation Easement</u> : Plant areas disturbed by construction with Douglas County's seed mix. Enhance wildlife crossings along US 85 and Cherokee Ranch.
Archaeological Resources	Recovery and proper categorizing of artifacts from any significant archaeological site discovered during construction.
Paleontological Resources	Salvage excavation of a statistically valid representative sample of the preserved paleoflora prior to construction.
Noise	One noise barrier (B3) on the east side of I-25 half way between Happy Canyon and Meadows/Founders Interchanges (Station 105+860) is proposed. The barrier's proposed dimensions are 4.2 m (14 ft) high by 185 m (607 ft) long and the barrier is proposed as an earthen berm. It provides an average insertion loss of 6.5 decibels to 3 residential receivers.

S.7 OTHER MAJOR GOVERNMENTAL ACTIONS

Several other major actions within or adjacent to the South I-25 Corridor and US 85 Corridor study area are proposed by CDOT, other governmental/group agencies, and private sectors. These include the following:

S.7.1 Southeast Corridor Improvements

CDOT is designing roadway improvements along I-25 from Broadway Avenue to C-470 and along I-225 from the I-25 Interchange to Parker Road. Light rail transit (LRT) is also being constructed along I-25, extending from the existing Broadway terminus to north of Lincoln Avenue and along I-225 from the I-25 Interchange to Parker Road. Construction is scheduled for 2001 through 2008.

S.7.2 Southwest Corridor Light Rail Transit Construction

LRT was constructed along Santa Fe Drive (US 85) from the intersection of I-25 and Broadway Avenue to Mineral Avenue. This project was completed in July 2000.

S.7.3 Early-Action Projects

Seven CDOT projects within the study area, consisting primarily of safety improvement projects, have been previously approved. These Early-Action projects include:

- *Climbing Lanes, Phase I.* This project reconstructs existing laneage and provides one additional lane in each direction along I-25 between Lincoln Avenue and Castle Pines Parkway designated (but not restricted) as climbing lanes for slow-moving vehicles. The final I-25 configuration is six lanes between Lincoln Avenue and Castle Pines Parkway. The project was completed in October 2000.
- *Climbing Lanes, Phase II.* This project extends the Climbing Lanes, Phase I, project to Meadows/Founders Parkway (i.e., complete reconstruction plus one additional lane in each direction). The project is currently under construction and is scheduled for completion in September 2002.
- *Meadows/Founders Parkway Interchange.* This project improved the existing diamond interchange deficiencies by constructing a partial cloverleaf interchange. This project was completed in 1999.
- *US 85/I-25 Interchange.* This project removes the existing US 85/I-25 Interchange ramps and reroutes traffic through the improved Meadows/Founders Parkway and I-25 Interchange. An overpass is constructed at the existing interchange location, connecting the east side of Castle Rock to the west side. This project is designed, but construction has been delayed due to a shortfall of funding.
- *Wolfensberger Interchange.* This project removes and replaces the older south half of the Wolfensberger Road bridges over I-25 and Plum Creek. This project is designed, but construction has been delayed due to a shortfall of funding.
- *5th Street Overpass.* This project reduces demand at the Wolfensberger Interchange and improves the local Castle Rock transportation network by providing an overpass from 5th Street on the east side of I-25 to Park Street on the west side of I-25. The project began construction in October 2000.
- *US 85 and Titan Road Grade-Separated Intersection.* This project improves existing safety deficiencies by constructing an interchange at US 85 and Titan Road and by providing grade-separations with Titan Road and the Burlington Northern Santa Fe Railroad and Union Pacific Railroad. With the proposed design, traffic crossing the existing Union Pacific Railroad tracks at the existing at-grade crossing will be limited to local business access. Construction is scheduled for October 2001.

S.7.4 Douglas County Projects

The following three Douglas County projects are within the study area:

- Improving Daniels Park Road (Daniels Park Road remains a two-lane roadway).
- Widening Titan Road starting at the Plum Creek Bridge and continuing west.
- Constructing a two-lane frontage road along I-25 on the west side of the Union Pacific Railroad and Burlington Northern Santa Fe Railroad tracks. Phase I is from Sinclaire Boulevard to Tomah Road and Phase II is from Tomah Road north into Castle Rock.

S.7.5 Douglas Lane Interchange

Douglas County, the Town of Castle Rock, and local developers plan to construct the Douglas Lane Interchange approximately 1,450 meters (4,750 feet) south of Plum Creek Parkway. The interchange design is a single-point urban interchange with a frontage road along the east side of I-25 between Plum Creek Parkway and Douglas Lane. A re-evaluation of environmental documents, a completion of the Colorado Procedural Directive 1601 Interchange Approval Process, and an amendment to the DRCOG RTP is required before the Douglas Lane Interchange can be constructed. The Douglas Lane Interchange is being proposed as a project funded by the Town of Castle Rock, Douglas County and developers.

S.7.6 Wilcox Street Bridge

This project replaces the existing two-lane bridge over East Plum Creek with a five-lane structure. The new bridge is a single-span structure with shoulders and attached sidewalks. Existing piers currently located in the East Plum Creek channel are removed as a result of the single-span structure. This project is being completed by the Town of Castle Rock and construction is scheduled to begin in Spring 2001.

S.7.7 Highlands Ranch Development (Private Developer Action)

Construction began on the Highlands Ranch Development in 1981. The development is located approximately 19 km (12 miles) south of Denver in northern Douglas County. Over 13,000 of the community's 8,900 hectares (22,000 acres) have been set aside as open space, parks and community facilities linked by a 35 km (22-mile) trail system - with an additional 32 km (20 miles) planned for walking, jogging and bicycling. More than 650 hectares (1,600 acres) of the master plan are designated for business properties. Currently, Highlands Ranch is has over 1,000 businesses ranging from corporate headquarters to research and development facilities, light industrial and commercial outlets.

S.7.8 Canyon Development (Private Developer Action)

The Canyons is a proposed development just east of I-25 and north of Castle Rock. The development is being constructed in two phases. There is a 1,420-hectare (3,500-acre) phase north of Crowfoot Valley Road and an 810-hectare (2,000-acre) phase south of Crowfoot Valley Road. The build out is proposed over the next 20 years with approximately 600 residential units being constructed in the next 5 years. The developer is also donating money and land for improvements to I-25 including: land donations for the light rail envelope, land donations for a park and ride lot at the Castle Pines Interchange, land for a frontage road near the Castle Pines Parkway Interchange, and approximately \$0.5 million for offsite future road improvements.

S.7.9 Meridian Development (Private Developer Action)

Meridian International Business Center totals approximately 580 hectares (1,430 acres) in size and is proposed primarily for business center purposes. The majority of the development is bounded by I-25, Lincoln Avenue, Peoria Street, and E-470.

S.7.10 Rampart Range Development (Private Developer Action)

The Rampart Range Development project covers 1,420 hectares (3,500 acres). Ten thousand housing units and 200 hectares (530 acres) of commercial space south of Lincoln Avenue on both sides of I-25 are proposed. Rampart Range would be similar to Lone Tree or Highlands Ranch along the edges, but include more densely-packed commercial, retail, and residential areas around a City Center area on the east-side of I-25. The property is scheduled for a 30 to 40-year build-out.

S.7.11 Douglas Lane Developments (Private Developer Action)

Crystal Valley Ranch Development

The Crystal Valley Ranch Development (approximately 590 hectares [1,455 acres]) is located 1.6 kilometers (1 mile) east of the proposed I-25/Douglas Lane Interchange. The scheduled build-out for this property is 15 years. As part of the build-out conditions, roadway connections between Douglas Lane and South Lake Gulch Road are proposed.

Lanterns Development

The Lanterns Development, comprised entirely of single-family homes, will be constructed immediately east of the proposed Douglas Lane/I-25 Interchange. The development size is approximately 345 hectares (850 acres) and will include 540 home sites. Construction is scheduled to commence in 2002 and finish in 2012.

Dawson Ridge

The Dawson Ridge Development is proposed for construction on the southwest side of the proposed Douglas Lane/I-25 Interchange. This approximately 765-hectare (1,900-acre) tract will contain approximately 6,700 single-family homes and 1200 multi-family units. Construction of this development will start in Spring 2002 with build-out in 20 to 30 years.

S.7.12 Preservation of Land (Douglas County Action)

The Douglas County Open Space Program was created in 1994 with the passage of one-sixth of a cent sales and use tax. Through revenues generated by the tax, the County seeks to improve the quality of life for its residents by protecting important wildlife habitats, agricultural lands, scenic vistas, community buffers, recreational opportunities, and other open space values.

Douglas County is working with the towns of Castle Rock, Parker, and Larkspur, the beneficiaries of a municipal share back incorporated into the sales and use tax, to implement the towns' parks, trails, and open space goals.

In addition, the County has and will continue to work with a wide range of partners to implement its conservation goals, including: American Farmland Trust, Cherokee Ranch and Castle Foundation, Colorado Cattlemen's Agricultural Land Trust, Colorado Division of Wildlife, Colorado Division of Parks and Outdoor Recreation, Colorado Open Lands, Douglas County Land Conservancy, Great Outdoors Colorado, South Suburban Parks and Recreation District, The Conservation Fund, The Trust for Public Land and United States Forest Service.

To date, Douglas County and its partners have successfully preserved over 15,000 hectares (37,000 acres) of land. The county has participated in land acquisition in each of its five priority areas.

S.8 UNRESOLVED ISSUES

There are no unresolved issues.