

COLORADO DEPARTMENT OF TRANSPORTATION REEVALUATION FORM	Original NEPA Approval Date: FONSI 9/2004	Reevaluation Date: August 31, 2012	Project Code: 17354
Project Name and Location: Interstate 25, Colorado Springs to Monument, Mileposts 149 to 161			
NEPA Document Title: <u>Environmental Assessment</u> (EA), I-25 Improvements through the Colorado Springs Urbanized Area (3/2004); <u>Finding of No Significant Impact</u> (FONSI) and Final 4(f) Evaluation, I-25 Improvements through the Colorado Springs Urbanized Area (9/2004)			
Region/Program/Residency: Region2 - North Program - Dan Hunt Residency			
Project Description: The I-25 EA originally evaluated impacts for the widening of 26 miles of I-25 between South Academy Boulevard (Exit 135) in Colorado Springs and State Highway (SH) 105 in Monument (Exit 161), 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"> (1) initially six-laning through central Colorado Springs, then (2) six-laning in northern El Paso County, and finally (3) adding HOV [High-Occupancy Vehicle] lanes through central Colorado Springs and widening to six lanes south to South Academy Boulevard." <p>The first of these conceptual phases was undertaken in central Colorado Springs, completed in 2007. The so-called COSMIX project 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). Additional funding will be needed to complete these elements of Phase 1.</p> <p>In 2012, CDOT received funding to begin the second phase, meaning to widen I-25 from four lanes to six lanes in northern El Paso County between Woodmen Road (Exit 148) and SH 105 (Exit 160) (see Figure 1). This construction project is being delivered as a design/build project. The approval of this re-evaluation is needed before this project can move forward to the final Request For Proposal (RFP). The approval of this re-evaluation will allow for the design and construction of six-laning I-25 from Woodmen Road to SH 105. The RFP will contain technical requirements that identify environmental constraints and required mitigation. Furthermore, the contractor will need to keep an environmental person on staff during the project who will develop and implement an environmental management plan for the project.</p> <p>A separate EA re-evaluation was completed (7/13/2012) 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. Therefore, the attached technical memos for each of these resources address impacts from both of these projects. At the time that the technical memos were completed, the amount of funding was unknown. As a result, each of the memos indicates that only a portion of the widening may be moved forward based on available funds. Enough funds have been secured to widened I-25 throughout the described project area. The attached mitigation tracking matrix and this re-evaluation form (Form 1399) only discuss impacts associated with widening I-25 to six lanes between Woodmen Rd and SH 105.</p>			

Project Phasing Plan And Portions Completed (if applicable):

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 has not yet been funded.

Phase 2 (current project) is widening between Woodmen Road (Exit 149) and Monument (Exit 161). This project will construct the North Gate Interchange Ramps and signal to the Interchanges ultimate configuration to eliminate "throw away" work. This is an interim condition until the North Powers Boulevard Extension is constructed, tying in with the North Gate Interchange.

Phase 3 is future widening in Colorado Springs from South Academy Boulevard (Exit 135) to Briargate Parkway (Exit 151), including HOV lanes.

Portion of Project Currently Being Advanced:

The current project is Phase 2, widening I-25 from existing 4-lane freeway to 6 lanes between Woodmen Road and State Highway 105. It includes grading for the freeway-to-freeway connection with future North Powers Boulevard (SH 21) from I-25 to just east of Voyager Parkway.

Date(s) of Prior Reevaluations:

Grading Project, Future North Powers Boulevard Connection with I-25 (date of Re-Eval 7/13/2012).

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.) _____

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:) new critical habitat; new required evaluation tools for air, noise & wetlands; new Regional Transportation Plan and new socio-economic forecasts.
- Greater than three years have elapsed since FHWA's 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: _____

						US Tech Memo
Vegetation and Noxious Weeds	◆	□	□	◆	3/2012	Sec. IX-Wildlife, Riparian Areas and Noxious Weeds Tech Memo
Fish and Wildlife	◆	□	□	◆	3/2012	Sec. IX-Wildlife, Riparian Areas and Noxious Weeds Tech Memo
Threatened/Endangered Species	◆	□	◆	□	3/2012	Sec. IX-Threatened and Endangered Species Tech Memo
Historic Resource (includes bridges)	◆	□	□	◆	6/2012	Sec. IX Historic Properties Tech Memo
Archaeological Resources	□	◆	□	◆	4/2012	Sec. IX- Archeo. Resources Tech Memo
Paleontological Resources	□	◆	□	◆	4/2012	Sec. IX – Paleo. Resources memo
Land Use	□	◆	□	◆	2/2012	Sec. IX-Land Use Tech Memo
Social Resources	□	◆	□	◆	2/2012	Sec. IX-Socio-Economic Conditions Tech Memo
Economic Resources	□	◆	□	◆	2/2012	Sec. IX-Socio-Economic Conditions Tech Memo
Environmental Justice	□	◆	□	◆	2/2012	Sec. IX-Socio-Economic Conditions Tech Memo
Residential/Bus ness Right-of-Way Impacts	◆	□	◆	□	2/2012	Sec. IX-Right-of-Way Tech Memo
Transportation Resources (roadway, rail, bus, bike, pedestrian, etc.)	◆	□	◆	□	2/2012	Sec. IX-Transportation Resources Tech Memo
Utilities and Railroads	□	◆	□	◆		
Section 4(f)/6(f)	□	◆	□	◆	1/2012	Sec. IX-Section 4(f) Tech Memo
Farmlands	□	◆	□	◆		
Noise	◆	□	◆	□	3/2012	Sec. IX-Traffic Noise Tech Memo
Visual Resources/Aesthetics	◆	□	□	◆	3/2012	Sec. IX-Cumulative Effects Tech Memo
Energy	□	◆	□	◆		
Hazardous Materials	◆	□	□	◆	2/22/2012 & 4/2012	Sec. IX-ISA and Review of RECs
Cumulative Impacts	◆	□	□	◆	3/2012	Sec. IX-Cumulative Effects Tech Memo
Other(s)	◆	□	□	◆	March/April 2012	Sec. IX-Native American Consultation Tech Memo
DESIGN ALTERATIONS: (Document changes to project scope and or design criteria.)						

Distribution: Edition # 2 (06-09-2011)
RPEM (original); copies to Project Manager, Region Right of Way (if ROW required),
Environmental Programs Branch, Central Files, and Federal Highway Administration

CDOT Form # 1399

The scope for this project includes grading a short portion of the planned SH 21 (from I-25 to just east of Voyager Parkway) which was previously covered under the Powers Boulevard Extension North, Woodmen Road to I-25 Environmental Assessment (1997).

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

- The Environmental Protection Agency now has a new emissions model (MOVES) and a new ozone standard.
- FHWA has updated MSAT Guidance.
- CDOT and FHWA have new noise abatement guidelines and new noise model, TNM (I-25 used STAMINA). While not required, CDOT followed the new noise regulations and guidelines for this Re-Evaluation.
- USFWS has Designated Critical Habitat for the Preble's Meadow Jumping Mouse and the Gunnison's Prairie Dog as a candidate species.
- The Pikes Peak Area Council of Governments (PPACG) has a new regional traffic model (VISUM), updated socio-economic forecasts, and a new Regional Transportation Plan.
- The US Army Corps of Engineers has new regional supplements for wetland delineations.
- 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 spring 2013.

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.)*

- Three raptor nests were found in 2012 with disturbance buffer zones within the I-25 project area.
- A portion (48.9 acres) of the right-of way that was cleared under the North Powers Boulevard EA will now be part of Phase 2 construction for the I-25 Improvements.
- Current projections of 2025 traffic volumes are slightly lower than those reported in the EA, but the planning horizon year now extends to 2035, with higher traffic volumes due to an additional decade of regional growth.
- A newly established (private) YMCA soccer field adjacent to I-25 is affected by traffic noise.
- The U.S. Air Force Academy (USAFA) now charges fair market value for easements needed by CDOT (in the EA, it was expected that the needed easements would be donated).
- Approximately one acre of additional impacts to newly Designated Critical Habitat (DCH) to the Preble's Meadow Jumping Mouse will be impacted. This "additional" impact is due to the new habitat designation; actual impacts to land have not changed.

MITIGATION:

- All mitigation commitment(s) from NEPA document remain the same (discuss status and compliance):
- ◆ Mitigation commitment(s) have changed from NEPA document.
- All relevant mitigation commitments from the 2004 EA and FONSI will be incorporated into this project.
 - Preble's Meadow Jumping Mouse mitigation will remain the same but an updated Biological Assessment has been may submitted to the USFWS due to the designation of critical habitat. A subsequent Biological Opinion from the USFWS will need to be completed prior to the Notice to Proceed.
 - Gunnison's Prairie Dog was listed as a federal candidate species. CDOT submitted a Biological Assessment to the USFWS with the following mitigation, listed in order of preference (relocation, passive relocation, donate prairie dogs to ferret and/or raptor program, and humanly euthanize prairie dogs)
 - CDOT's water quality mitigation, not specifically detailed in the EA, may become more specific as the result of a pending new MS4 permit. Mitigation measures from this future permit will be incorporated into this project as appropriate.
 - CDOT will manage construction stormwater per its' 2008 Consent Order from CDPHE.
 - The presence of three raptor nests in 2012 (not observed in 2004) may result in seasonal limitations on construction if the nests become occupied. Limitations include no work within ½ mile of the nest while it's occupied (typically April 1-Aug 31)
 - Specific mitigation measures for each of the resources evaluated can be viewed in the attached I-25 Re-evaluation 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 coordination meeting with USAFA staff was conducted on December 9, 2011 to identify issues needing to be addressed for the approximately 7 mile portion of I-25 that is located on a USAFA easement.
- An air quality conformity consultation meeting was conducted on January 2, 2012 including staff from CDOT, FHWA, CDPHE, EPA, and PPACG.
- Native American Consultation was re-initiated by CDOT under the approved Programmatic Consultation Agreement. The Cheyenne/Arapaho Tribe has decided to participate in the Phase II construction (they did not participate during Phase I construction.)
- Public Involvement will be performed by the contractor as necessary. At least one meeting (more may be necessary) will be held after the contractor has the notice to proceed but before construction takes place.

VI. Additional Studies Required for Proposed Action

- A Biological Assessment and a Biological Opinion is needed for Phase II improvements to address the additional impacts to DCH for the Preble's Meadow Jumping Mouse and for the Gunnison's Prairie Dog (candidate species).
- A Wetland Finding will be required after FOR level plans are complete.
- Senate Bill 40 documentation will need to be done after FOR level plans are complete.
- Lead-based paint and asbestos surveys for I-25 bridge structures.

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 _____
- ◆ None

VIII. Permits Updated (optional)

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

- 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 by the end of 2012.
- Water Quality (MS4) coordination with USAFA is required for the 7-mile portion of I-25 that is on a USAFA easement.
- Since the delivery method for this project will be Design-Build, and various permits are predicated on having a final design, several permits will be obtained during the design process. These include: 404 permit(s), 401 permit, CDPS (Stormwater permit), SB40 Certification, and MS4 Certification.

IX. Attachments Listed

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

- Figure 1
- Mitigation Matrix (green sheets)
- Tech Memo 1 - Air Quality (two attachments: Air Quality Tech Memo & Air Quality Support Document)
- Tech Memo 2 - Water Quality
- Tech Memo 3 - Wildlife/Riparian Areas/Noxious Weeds
- Tech Memo 4 - Wetlands
- Tech Memo 5 - Threatened and Endangered Species
- Tech Memo 6 - Land Use
- Tech Memo 7 - Right-of-Way
- Tech Memo 8 - Transportation Resources
- Tech Memo 9 - Section 4(f)
- Tech Memo 10 - Traffic Noise
- Tech Memo 11- Phase 1 Environmental Site Assessment and REC Memo (two attachments: Phase 1 ESA & ESA REC Review Memo)
- Tech Memo 12 - Socio-Economic Conditions
- Tech Memo 13 - Cumulative Impacts
- Tech Memo 14 - Native American Consultation
- Tech Memo 15 - Archaeological Resources
- Tech Memo 16 - Paleontological Resources
- Tech Memo 17 – Historic Properties
- Biological Assessment for I-25