US 24 West Environmental Assessment Finding of No Significant Impact and Section 4(f) Evaluation

CDOT Project Number: 07 HA2 00011
CDOT Project Control Number: NH 0242-040

COLORADO
Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

September 2014

Envision 24 West
The Entryway

US Highway 24 West Finding of No Significant Impact
and Section 4(f) Evaluation
El Paso County, Colorado
Submitted Pursuant to:
42 U.S.C. 4332(2)(c), 49 U.S.C. 303, and 23 U.S.C. 138

by the
U.S. Department of Transportation
Federal Highway Administration
and the
Colorado Department of Transportation

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Statute of Limitations

The Federal Highway Administration may publish a notice in the Federal Register, pursuant to 23 United States Code (USC) § 139(1), once the Finding of No Significant Impact is available. If such notice is published, a claim arising under Federal law seeking judicial review of a permit, license, or approval issued by a Federal agency for a highway or public transportation capital project shall be barred unless it is filed within 180 days after publication of a notice in the Federal Register announcing that the permit, license, or approval is final pursuant to the law under which the agency action is taken, unless a shorter time is specified in the Federal law pursuant to which judicial review is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

Information Availability

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Acronyms and Abbreviations

BMP	best management practice
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CDPS	Colorado Discharge Permit System
CFR	Code of Federal Regulations
CPW	Colorado Parks and Wildlife (formerly Colorado Division of Wildlife)
CSS	Context Sensitive Solutions
CSU	Colorado Springs Utilities
CWA	Clean Water Act
EA	Environmental Assessment
ESA	Environmental Site Assessment
FASTER	Funding Advancement for Surface Transportation & Economic Recovery
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
GIS	Geographic Information System
HOV	high occupancy vehicle
I-25	Interstate 25
LOS	Level of Service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act of 1918
MOA	Memorandum of Agreement
MS4	Municipal Separate Storm Sewer System
National Register	National Register of Historic Places
NEPA	National Environmental Policy Act of 1969
PPACG	Pikes Peak Area Council of Governments
Proposed Action	Midland Expressway Alternative

REC	recognized environmental condition
RTP	Regional Transportation Plan
RV	recreational vehicle
SHPO	State Historic Preservation Office
SPDI	single-point diamond interchange
SWMP	Stormwater Management Plan
TECS	Transportation Erosion Control Supervisor
TOPS	Trails, Open Space, and Parks program
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
US	United States
US 24 West EA	US 24 West Environmental Assessment and Section 4(f) Evaluation
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation

Chapter 1 – Introduction

The Colorado Department of Transportation (CDOT), in cooperation with the Federal Highway Administration (FHWA) and other stakeholders, prepared the US 24 West Environmental Assessment and Section 4(f) Evaluation (US 24 West EA) to identify and assess potential transportation improvements on 4 miles of United States (US) Highway 24 West between Interstate 25 (I-25) and Ridge Road in western El Paso County, Colorado. CDOT considered a number of project alternatives that met transportation needs while minimizing social, economic, and environmental impacts. These alternatives are described in **Chapter 2, Alternatives,** of the US 24 West EA. Two of the alternatives were selected for detailed evaluation: a Proposed Action and a No Action.

On May 25, 2012, the US 24 West EA was released to the public for review and comment. **Chapter 5, Coordination and Response to Comments,** presents the comments received on the US 24 West EA and provides responses for each comment. CDOT reviewed a broad spectrum of social, environmental, and community resources to assess the potential impacts from the Proposed Action. The FHWA and CDOT have considered the US 24 West EA analyses along with public and agency comments in the preparation of this Finding of No Significant Impact (FONSI). For resources expected to be impacted by the Proposed Action, mitigation measures have been developed by CDOT and FHWA and are included in the implementation of the Proposed Action to minimize environmental, social, and community impacts.

This document is organized by the following chapters:

- **Chapter 1, Introduction** – Overview of the study area and the purpose and need for the project.
- **Chapter 2, Description of the Proposed Action** – Detailed description of the Proposed Action.
- **Chapter 3, Revisions and Clarifications to the US 24 West Environmental Assessment** – Provides clarifications to the US 24 West EA analysis and project mitigation commitments.
- **Chapter 4, Impacts, Mitigation Measures, and Permit Requirements** – Summary of the impacts and mitigation measures included in detail in the US 24 West EA as well as the permits, approvals, and certification required for the project.
- **Chapter 5, Coordination and Response to Comments** – Summary of coordination with the public and agencies and a detailed list of the comments received during the public comment period for the US 24 West EA and responses to these comments.
- **Chapter 6, Section 4(f) Evaluation** – Evaluation of Section 4(f) uses that would occur from the Proposed Action and the Section 4(f) finding.
- **Chapter 7, Finding of No Significant Impact** – Determination that the Proposed Action will have no significant impact.
- **Chapter 8, References**

- **Appendix A, *US 24 West Environmental Assessment and Section 4(f) Evaluation***
- **Appendix B, Public Hearing Summary Report**
- **Appendix C, Foldout map of US 24 West Proposed Action** – Revised map clarifies US 24 corridor improvements in the vicinity of the I-25/US 24 interchange.
- **Appendix D, Technical Memorandum to Differentiate US 24 West EA and I-25/US 24 West Interchange Projects** – February 2014 clarification of which interchange elements are attributed to and funded by each of these respective projects, where the two projects meet.
- **Appendix E, Memorandum on I-25/US 24 Interchange Right-of-Way Impacts** – March 2014 clarification of which right-of-way impacts identified in the US 24 West EA are instead associated with the I-25 interchange construction project.

1.1 Project Overview

The US 24 project includes improvements to a 4-mile segment of US 24 from the I-25/US 24 interchange (milepost 303.8) west to the Manitou Avenue interchange (milepost 299.1) located in southwestern Colorado Springs. The study area includes US 24, existing interchanges at the east and west ends, and several north–south city streets that intersect US 24. As shown in **Exhibit 1-1**, the study area north–south limits are approximately 1,000 feet north and 1,000 feet south from the US 24 centerline.

US 24 was built in 1964 to connect downtown Colorado Springs, the City of Manitou Springs, communities further west in the Rocky Mountains, and other destinations in Southern Colorado. Since opening 48 years ago, few changes have been made to US 24, although the number of local and regional travelers using the highway has increased. Today, US 24 serves local and regional travelers in almost equal numbers. During the weekdays, US 24 serves as a commuter facility between Colorado Springs and the mountain communities, and on weekends, the highway becomes the route for regional weekend travelers heading to destinations such as national forests, ski resorts, and gaming communities.

The development adjacent to US 24 is predominantly commercial and industrial uses with residential areas behind the first parcels of land along the highway. The US 24 corridor is characterized as a mature redevelopment corridor with retail uses and auto-oriented services developed in a typical strip commercial pattern. Fountain Creek parallels US 24 from I-25 to Manitou Springs, with US 24 crossing over Fountain Creek in two locations.

Regional travelers on US 24 predominantly travel during the busiest weekday and weekend travel times, exacerbating congested conditions during peak travel periods. In addition, US 24 is heavily used by local travelers because it provides connections to local destinations such as neighborhood grocery stores and I-25; it is a well-used route to access north and south regional destinations.

EXHIBIT 1-1
Proposed Action – Corridor Overview

1.2 Purpose and Need

The purpose of the US 24 project is to:

- Reduce congestion problems for travelers today and through the year 2035.
- Improve mobility for local trips within the US 24 corridor and regional trips through the US 24 corridor.
- Improve connectivity to the multiple destinations accessible from the US 24 corridor.

El Paso County has been among the fastest growing counties in the nation for the last three decades, which has resulted in congested travel on US 24. Transportation planners expect that growth in travel throughout the US 24 corridor will continue to increase through 2035, which is the planning horizon for the US 24 West EA.

Improvements to US 24 are needed to:

- Accommodate existing and future traffic volumes.
- Improve traffic operations at intersections with US 24.
- Provide for transportation circulation for local travelers and predictable travel times for regional travelers while providing access to the multiple local and regional destinations accessed from US 24.

Additional information on the Purpose and Need can be found in **Chapter 1, Purpose and Need,** of the US 24 West EA in **Appendix A** of this FONSI.

1.3 Clarification Regarding the I-25/US 24 Interchange

The I-25/US 24 Interchange at the eastern terminus of the US 24 West corridor was examined in the US Highway 24 West Environmental Assessment (CDOT, 2012) approved by CDOT and FHWA in 2012, but was also examined as part of another EA, approved in 2004: the *I-25 Improvements through the Colorado Springs Urbanized Area Environmental Assessment* (CDOT, 2004), also referred to as the I-25 EA. Reconstructing this interchange was part of the I-25 EA which focused on north-south traffic movement. Ten years after the I-25 EA was approved, funding for the interchange reconstruction is now available. The interchange project is undergoing an environmental re-evaluation in 2014. Construction is expected to begin in the 2014-15 timeframe.

The US 24 West EA examined east-west traffic movement, and determined that the needs of both the US 24 and I-25 corridors could be better served by a slightly different interchange configuration than the one that was approved in 2004. The US 24 West EA included environmental examination of the impacts of this new interchange configuration. The new interchange configuration will be built in two stages. First, in 2014-2015, improvements funded as part of the I-25 project will be built. In a later year, when funding for US 24 improvements becomes available, CDOT will build improvements needed for US 24 – specifically, add a loop ramp serving eastbound to northbound traffic, and also modify the interchange's eastbound to southbound ramp.

The US 24 West EA described the entire I-25/ US 24 interchange reconstruction as being part of its Proposed Action, but instead should have made the distinction above regarding how the two separate corridor improvement efforts overlap at this location. This clarification does not change the impacts or cost of reconstructing the interchange, but assigns some of the impacts and costs to the

I-25 corridor, where they had already been included and approved, rather than assigning them also to the US 24 West corridor and thus double-counting them. This clarification lessens the direct impacts of the US 24 West Proposed Action, but results in no change to the cumulative impacts or combined costs of the two corridors improvement projects.

To reiterate, the interchange will be reconstructed in the near term as part of the I-25 improvements. Later, the US 24 West Corridor project will add slight operational modifications to better accommodate US 24 traffic.

For diagrams and more funding details about how the interchange will be reconstructed, please see **Appendix D, Technical Memorandum to Differentiate US 24 West EA and I-25/US 24 Interchange Cimarron Projects**, at the end of this FONSI. A revised map of the US 24 West EA Proposed Action is provided in **Appendix C** to this FONSI.

The I-25/US 24 interchange is also known as the I-25/Cimarron interchange, because the US 24 designation ends at the interchange and the arterial street continuing eastward is Cimarron Street. A number of public comments received use this name for the interchange.

Chapter 2 – Description of the Proposed Action

The elements of the Proposed Action are described in **Section 2.1, Transportation Elements of the Proposed Action,** and illustrated in **Exhibit 2-1** and **Exhibit 2-2**. A brief discussion of the project implementation is included in **Section 2.2, Project Implementation**. See **Section 2.3, Options not Precluded by the Proposed Action,** for a description of options not included as, but not precluded by the Proposed Action.

2.1 Transportation Elements of the Proposed Action

Below is a description of each of the elements that together make up the Proposed Action. The elements have been grouped into four categories: Traffic Operations, Intersection/Interchange Improvements, Bridges, and Pedestrian and Bicycle Facilities.

2.1.1 Traffic Operations

- Maintain four through-lanes (two in each direction) between I-25 and 21st Street.
- Add two through-lanes, between 21st Street and just west of Ridge Road, for a total of six through-lanes (three in each direction).
- Naegle Road, which parallels US 24 to the north, will be closed from 21st Street to 25th Street because the intersection of 21st Street and Naegle Road is too close to the US 24 and 21st Street interchange. There is inadequate room to provide a turn lane for vehicles at Naegle Road.
- All improvements tie into the unimproved, existing US 24 approximately 1,800 feet west of Ridge Road. Because neither existing nor future congestion is a problem between Ridge Road and Manitou Avenue, no changes to US 24 are proposed west of Ridge Road.
- Incorporate Transportation System Management elements such as signal timing, turn lane consideration for transit stops, and intelligent transportation systems and travel demand management strategies.

EXHIBIT 2-1
Proposed Action – Corridor Overview

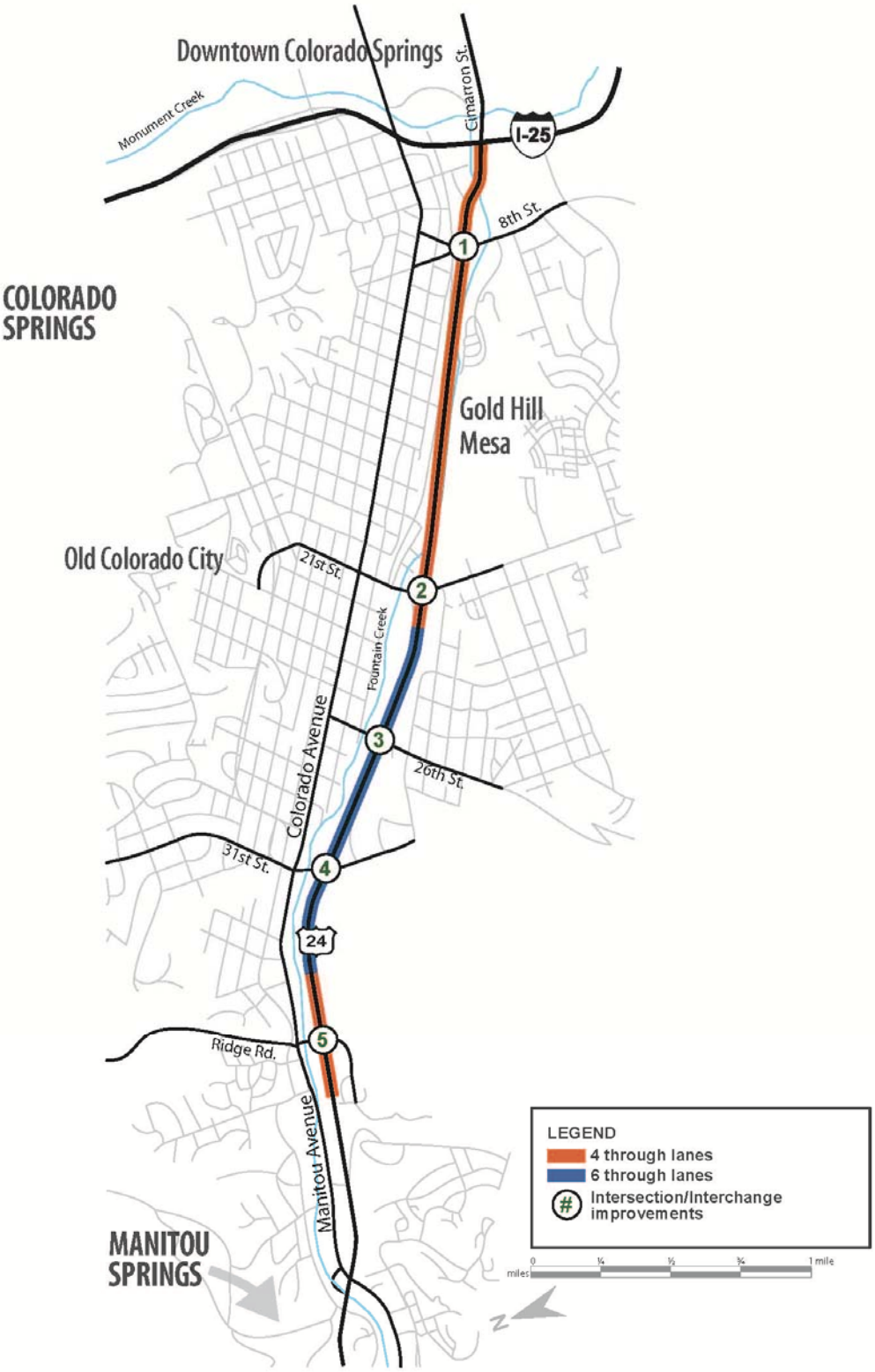
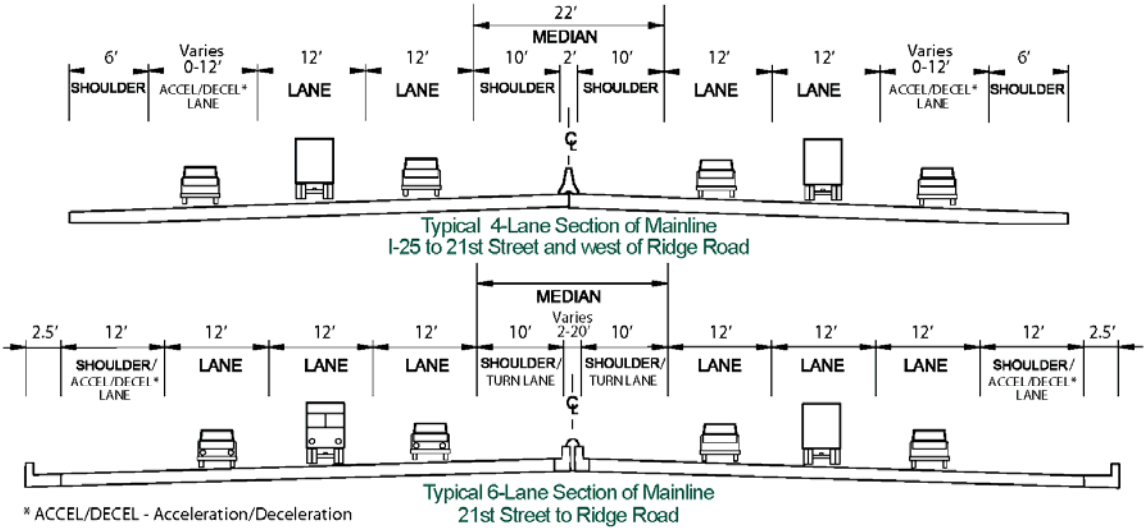
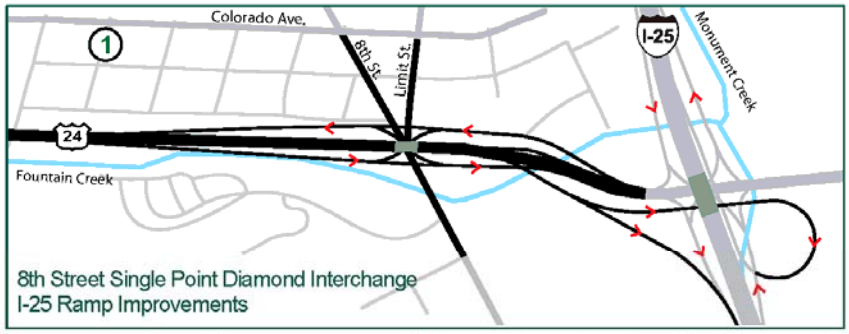
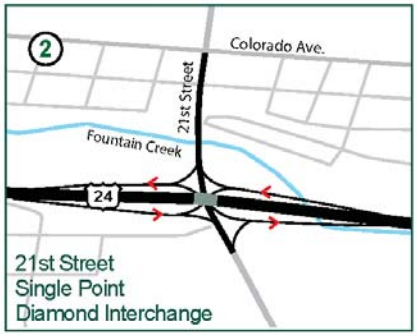
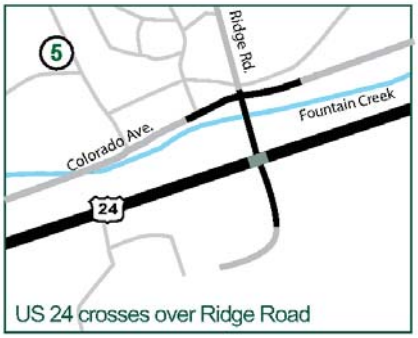


EXHIBIT 2-2
Proposed Action – Typical Section, Design Details









Note: Not to scale. Improvements are shown in bold (black).

2.1.2 Intersection/Interchange Improvements

- Build on-ramps from eastbound US 24 to I-25 consistent with updated design for the I-25/US 24 interchange. All other elements of this interchange will be built as part of the Proposed Action approved in the *I-25 Improvements through the Colorado Springs Urbanized Area EA* (CDOT, 2004).
- Replace the existing at-grade intersections with interchanges at 8th Street and at 21st Street, which also includes directional interchange ramps and acceleration/deceleration lanes.
- Upgrade the US 24 and 26th Street at-grade intersection, which will be signalized and will include left and right turn lanes.
- Widen the intersections of US 24 and 31st Street, and 31st Street and Colorado Avenue. South of US 24, 31st Street will be rebuilt to better align with the highway intersection.
- Replace the existing at-grade intersection with an overpass that carries US 24 over Ridge Road. Ridge Road will be widened between High Street and Colorado Avenue, and improvements will be made to the Ridge Road and Colorado Avenue intersection.

2.1.3 Bridges

- Replace nine bridges on US 24 and cross streets to accommodate the profile changes to US 24. Bridges over Fountain Creek will be built to comply with current state and local standards to reduce flooding hazards in the study area.
- The existing 25th Street bridge over Fountain Creek will be removed because it will no longer connect to Naegle Road and, therefore, provides no function. The existing 25th Street will end north of Fountain Creek. The next adjacent crossing of Fountain Creek will be at 26th Street.
- Due to replacement of the nine bridges, realign and widen Fountain Creek at bridge crossings approximately 200 feet east and 200 feet west of each bridge and locations where the roadway overlaps the existing channel to provide an armored low-flow channel and a widened stabilized area to accommodate the 100-year storm events.

2.1.4 Pedestrian and Bicycle Facilities

- Build sidewalks on the north-south cross streets at all intersections and as a part of all interchanges being improved.
- Connect the Midland Trail from 21st Street to 25th Street, with north-south trail connections at each of the interchanges and intersections along the US 24 corridor. The trail will be built to meet the City of Colorado Springs' trail design standards, Americans with Disabilities Act standards, and to allow clearance under the bridges for bicycle, pedestrian, and equestrian crossings. Completing this east-west bicycle and pedestrian trail system is an opportunity resulting from the required roadway right-of-way acquisitions and the channel re-grading required by the bridge replacements. The trail will improve pedestrian and bicycle mobility in the study area and is consistent with community planning.

The Proposed Action also includes various environmental mitigation measures such as enhancements to park and recreation resources, noise barriers, and permanent water quality features

such as stormwater detention/treatment ponds. These are discussed in more detail in **Chapter 3, Affected Environment and Environmental Consequences,** of the US 24 West EA.

A detailed illustration of the Proposed Action is included in **Appendix C** of this FONSI**.**

2.2 Project Implementation

The Proposed Action is currently included in the adopted, fiscally constrained Pikes Peak Area Council of Governments (PPACG) *Moving Forward – 2035 Regional Transportation Plan* (RTP) (PPACG, 2008). Included in the RTP is $336 million identified in inflated, years-of-expenditure dollars for the US 24 corridor from 8th Street to Manitou Avenue. Per FHWA guidance, year-of-expenditure dollars are dollars that are adjusted for inflation from the present time to the expected year of construction. For additional details about the project funding, please see **Appendix D** of this FONSI.

Implementation of the entire project for the US 24 corridor has been broken into construction packages that can be built independently and, upon completion, provide immediate benefits to the community. **Exhibit 3-3** in **Chapter 3, Revisions and Clarifications to the US 24 West Environmental Assessment,** of this FONSI provides an illustration of the potential construction packages.

Future funding levels would be a major determining factor in deciding when each construction package would be implemented. Non-traditional funding sources such as grants and partnerships with local agencies will also be considered as possible funding sources. It is anticipated that the future design and construction of any package could be delivered as a traditional design-bid-build package, a design-build contract, or any other alternative delivery option.

2.3 Options not Precluded by the Proposed Action

The following features were considered but are not included as a part of the Proposed Action. However, these features may be built by CDOT or others in the future and are not precluded by the Proposed Action. These features are proposed by other agencies; however, they are not presently in an approved long-range plan. **Exhibit 3-3** in **Chapter 3, Revisions and Clarifications to the US 24 West Environmental Assessment,** of this FONSI shows general locations of these potential projects.

- At 15th Street, an overpass is proposed to carry 15th Street over US 24 and Fountain Creek, and connect to the local street networks of Old Colorado City and Gold Hill Mesa. This overpass would include ramps on the east side to connect to 8th Street at its interchange with US 24.
- At Ridge Road, ramps providing direct access to US 24 are proposed to convert the overpass included in the Proposed Action to an interchange. The ramps would be built by the local municipalities on right-of-way owned by CDOT.
- At 31st Street, a park and ride facility is proposed in the northeast quadrant of the intersection, with access from Colorado Avenue. The facility could be built by Mountain Metro Transit on remaining right-of-way to be acquired by CDOT under the Proposed Action for roadway improvements.

- South of US 24, a trail is proposed along Fountain Creek between 8th Street and 21st Street. The facility would also serve as maintenance access to the creek on right-of-way owned or in easements held by CDOT and the local municipalities.

- Additional work to Fountain Creek, such as constructing retaining walls or flood walls, could be completed in the future, reducing the risk of flooding to any residential and commercial properties still remaining within the floodplain boundary. Another future option would be to purchase property remaining within the floodplain; Pre-Disaster Mitigation funds for programs of this type are available annually from the Colorado Division of Emergency Management. These funds do not require a disaster declaration and could be requested by the City of Colorado Springs or El Paso County.

The following actions have been added to the list of options not precluded by the Proposed Action, in response to public review comments received on the US 24 West EA.

- At 25th Street, a pedestrian overpass over US 24 is proposed to be built by others in the future using CDOT right-of-way.

- Improvements to Colorado Avenue (US 24 Business Route). The funding sources for these other improvement projects may be derived from various private, local, regional, state, or federal funding resources. The funding applications for state and/or federal funds would be made by the local agencies.

The following CDOT action is planned and funded. It will not be precluded by the Proposed Action.

- The I-25/US 24 interchange is a "fill-in" interchange project of the I-25 Improvements through the Colorado Springs Urbanized Area EA and FONSI. It was originally planned as a tight diamond interchange. The design evolved during the US 24 West EA to a Single Point Diamond Interchange concept that would better accommodate increased traffic projections on US 24 and not preclude a future eastbound-to-northbound loop ramp as part of the ultimate US 24 corridor build-out. See **Section 1.3, Clarification Regarding the I-25/US 24 Interchange**.

Chapter 3 – Revisions and Clarifications to the US 24 West Environmental Assessment

The US 24 West EA was signed on May 16, 2012, and a 45-day public comment period began on May 28, 2012. As a result of comments received during the public comment period, revisions and clarifications of the US 24 West EA have been prepared and are described in this chapter. As listed in **Exhibit 3-1**, these changes are presented in the order that they would appear in the EA document.

EXHIBIT 3-1
List of Revisions to the Approved EA Being Made as Part of this FONSI

Chapters of the 2012 US 24 West EA	Changes to the EA Detailed in this FONSI
Executive Summary	Exhibit ES-5: Update this table of mitigation measures.
Chapter 1 – Purpose and Need	1.0 Introduction: Update US 24 speed limit and transit service details. 1.2.2 Traffic Operations and Congestion: add LOS data bar chart.
Chapter 2 – Alternatives	2.4 Description of Proposed Action: add lane configurations graphic. 2.5 Project Implementation: clarify project cost. 2.6 Options not Precluded: enhance discussion.
Chapter 3 – Affected Environment and Environmental Consequences	3.3.2 Impacts of the Proposed Action on Right-of-Way: reduce the number of parcels impacted to omit those which are impacts of the I-25/US 24 interchange project, rather than the US 24 West Corridor improvements. 3.4 Historic Properties – add discussion of assitional resources documented. 3.5 Parks and Recreation Resources – add discussion of Pikes Peak Greenway Trail and Section 6(f) status of Midland Trail. 3.5.3 Impacts of the Proposed Action on Parks and Recreation Resources – Describe impacts to Pikes Peak Greenway and revise discussion of Midland Trail. 3.7.2 Impacts of the Proposed Action on Social Resources: add discussion of project benefit regarding floodplains. 3.12.3 Mitigation for Wetlands: clarify mitigation approach. 3.13 Other resources: add text regarding energy and geology.
Chapter 4 –Draft Section 4(f) Evaluation	In accordance with standard procedure, a Final Section 4(f) Evaluation is provided as Chapter 6 of this FONSI, superseding Chapter 4 of the EA. The Final version reflects minor editorial and graphics changes. Also: 6.5.1.2 – Deletes language about minimal public use of Vermijo Park. 6.5.1.3 – identifies Midland Trail west of 8th St. as a Section 6(f) resource.
Chapter 5 – Agency Coordination	No change to Chapter 5.
Chapter 6 – References	No change to Chapter 6.
Chapter 7 (none in EA)	Add a new Chapter 7 – List of Preparers.
Appendices	Appendix A, Alternatives Maps - Replace the map of the Proposed Action to clarify that I-25/US 24 interchange improvements are not part of the US 24 West Proposed Action. Add Appendix J - Technical Addendum, which clarifies how the US 24 West project and previously approved I-25 widening project interrelate, physically and financially. Add Appendix K, clarifying right-of-way impacts for the US 24 West Proposed Action consistent with Appendix D.

3.1 Changes to the Executive Summary of the EA

In the **Executive Summary** of the approved EA, **Exhibit ES-5** presented the impacts of the No Action Alternative, impacts of the Proposed Action, and proposed mitigation for impacts of the Proposed Action. The impacts of the No Action Alternative have not changed. The impacts of the Proposed Action have decreased slightly because some right-of-way acquisition impacts of the US 24 Proposed Action have been determined to be attributed instead to the separate I-25/US 24 interchange project. To avoid double-counting these impacts, the reported right-of-way impacts of the US 24 West Proposed Action have been reduced accordingly. Additionally, the description of some mitigation measures has been revised slightly for improved clarity. The revised updated table of mitigation commitments appears in **Section 4.1** of this FONSI.

3.2 Changes to Chapter 1 of the EA, Purpose and Need

As noted previously in **Exhibit 3-1**, minor changes are being made to Chapter 1 of the EA, affecting the following sections of that chapter:

- **Section 1.0, Introduction**
- **Section 1.2.2, Traffic Operations and Congestion**

These changes are detailed below.

3.2.1 Changes to Section 1.0, Introduction

Section 1.0 of the EA stated on **page 1-2** that "US 24 has a posted speed limit of 35 miles per hour (mph) from I-25 to 8th Street, increasing to 45 mph from 8th Street to Ridge Road, and increasing again to 50 mph west toward Manitou Avenue." This statement was correct when the EA was written, but in October 2013 the speed limit between 8th Street and 31st Street was raised to 55 mph based on a CDOT study of how fast motorists were traveling on this segment. During times of uncongested travel, it was found that 85 percent of motorists on this segment were traveling at 55 mph or more. CDOT changed the speed limit based on the results of this 85th Percentile Speed study. The new speed limit is being reflected in the EA for the record.

Change the EA on page 1-2, first paragraph following the bulleted items, last sentence:

> US 24 has a posted speed limit of 35 miles per hour (mph) from I-25 to 8th Street, 55 mph from 8th Street to 31st Street, and 50 mph between 31st Street and Manitou Avenue.

Section 1.0 of the EA stated on **page 1-2** that "US 24 is used for an express bus service for commuters between downtown Colorado Springs and Manitou Springs, with service further west to mountain communities". This statement was correct when the EA was written, but was out of date by the time the EA was approved in May 2012. Ute Pass Express bus service was discontinued on October 28, 2011 due to low ridership. A citizen pointed this out in his submittal during the EA public comment period.

Delete from the EA on page 1-2, third paragraph following the bulleted items:

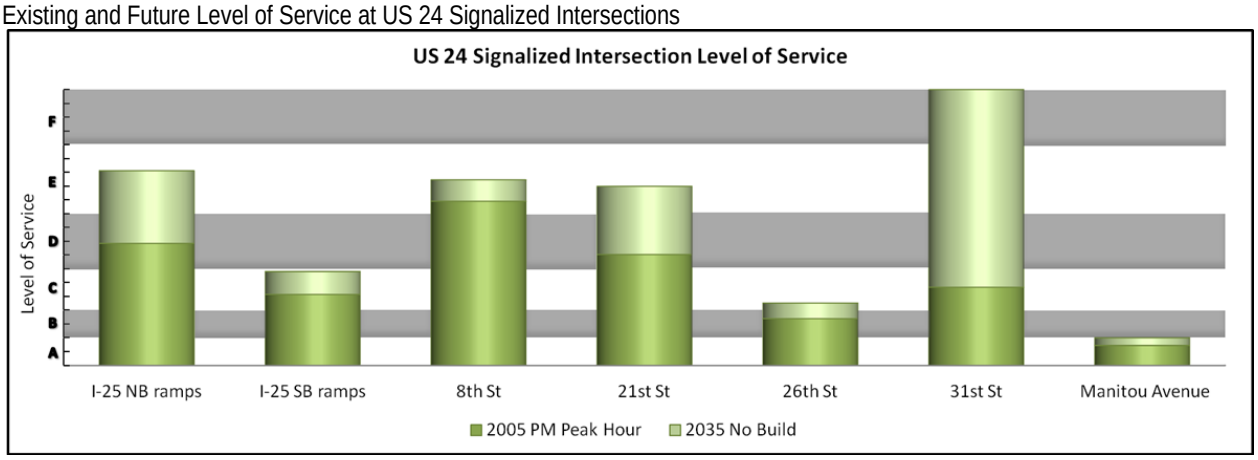
> US 24 is used for an express bus service for commuters between downtown Colorado Springs and Manitou Springs, with service further west to mountain communities.

3.2.2 Changes to Section 1.2.2, Traffic Operations and Congestion

In **Chapter 1** of the US 24 West EA, **Exhibit 1-4** presented the LOS on US 24 during the evening peak hour in the study area for the years 2005 and 2035. The LOS grades were presented in tabular form. **Exhibit 1-4** is being supplemented with the bar chart below to provide a visual representation of the information.

Add to the EA:

ADDITION TO EXHIBIT 1-4
Existing and Future Level of Service at US 24 Signalized Intersections



3.3 Changes to Chapter 2 of the EA, Alternatives

As noted previously in **Exhibit 3-1**, three changes are being made to **Chapter 2** of the EA, affecting the following sections of that chapter:

- **Section 2.4, Description of Proposed Action:** add graphic showing lane configurations
- **Section 2.5, Project Implementation:** clarify project cost; refer to new **Chapter 7**
- **Section 2.6, Options not Precluded:** enhance discussion

These changes are detailed below.

3.3.1 Changes to Section 2.4, Description of the Proposed Action

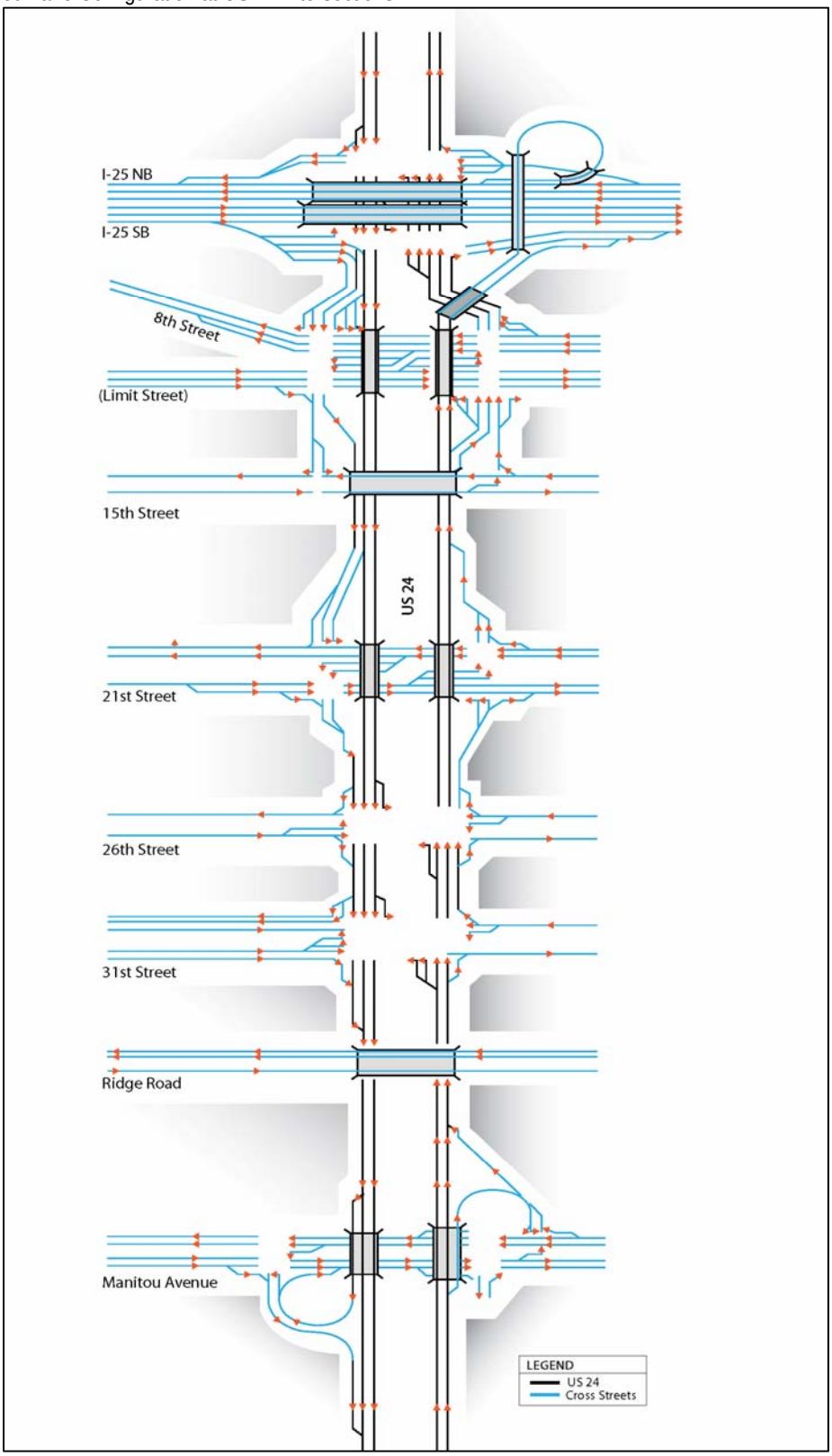
Section 2.4, Description of the Proposed Action, in the US 24 West EA included two exhibits providing a graphic illustration of the project. In addition, details of the lane configurations proposed for each intersection along US 24 were included in **Appendix C, Technical Memoranda**, of the US 24 West EA in the *Traffic Impact Analysis Technical Memorandum*. A drawing showing the detailed lane configurations for each of the cross- streets along US 24 is included in *Traffic Impact Analysis Technical Memorandum* to help the reader understand the lanes at each intersection. A more user-friendly version of that graphic is being added to Section 2.4 of the EA due to the number of citizen questions asked on this topic at the public hearing open house.

Add to the EA on page 2-11, first paragraph of Section 2.4, third line:

> **Exhibit 2-8** also shows the lane configuration at each intersection / interchange and along the segments.

Add to the EA on page 2-14, immediately following **Exhibit 2-8**:

ADDITION TO EXHIBIT 2-8
Proposed Lane Configuration at US 24 Intersections



3.3.2 Changes to Section 2.5, Project Implementation

Section 2.5, Project Implementation, of the US 24 West EA, has been revised for improved clarity to specify that the estimated cost to implement the Proposed Action is approximately $336 million in future year-of-expenditure dollars. The first and last paragraphs of this EA section are unchanged, with the text in-between being replaced as noted below. Also, a new appendix is being added to provide more details about US 24 funding.

Replace **Section 2.5** on EA page 2-11 in its entirety with the following:

> The fiscally constrained *PPACG Moving Forward – 2035 Regional Transportation Plan* (RTP) (PPACG, 2008) identified a total of $461 million for the following four US 24 West Corridor projects:
>
> - A four lane bypass of Woodland Park,
> - Reconstruction of the Manitou Avenue interchange,
> - Construction of a park-and-ride facility at 31st Street, and
> - US 24 West EA improvements: Widening of US 24 to six lanes from I-25 to Manitou Avenue, interchanges at 21st Street and 8th Street, and an eastbound-to-northbound loop ramp at I-25.
>
> Included in the overall corridor total funding was $336 million identified in inflated, years-of-expenditure dollars for the US 24 West EA Proposed Action, listed as the fourth bullet point above. To facilitate implementation of the entire project, the US 24 corridor has been broken into construction packages that can be built independently and, upon completion, provide immediate benefits to the community. These packages are shown in Exhibit 2-9.
>
> The construction, engineering and right-of-way costs for these six packages total $240,026,800. Debt service, based on 4% annual inflation over the duration of PPACG's fiscally constrained plan, on the $240,026,800, is $96,328,589 for a total cost to deliver the US 24 West EA Proposed Action of $336,355,389. This will leave $124,644,611 for the other US 24 West Corridor projects identified above, based on the total corridor funding noted above. Additional financial details are provided in **Exhibit J, Technical Memorandum to Differentiate US 24 West EA and I-25/US 24 Interchange Projects**.

3.3.3 Changes to Section 2.6, Options not Precluded

In **Section 2.6, Options not Precluded by the Proposed Action,** of the US 24 West EA, there is a list of options that were considered CDOT but were determined to not be part of the Proposed Action. As these actions may be built in the future, CDOT has ensured that none of the options will be precluded from happening because of the Proposed Action. The following options complete the list of options in the US 24 West EA.

Add to the EA, after the last bulleted item (note: originally **Exhibit 2-9** is replaced):

- At 25th Street, a pedestrian overpass over US 24 is proposed to be built by others in the future on right-of-way owned by CDOT.
- Improvements to Colorado Avenue (US 24 Business Route). The funding sources for these other improvement projects may be derived from various private, local, regional, state or federal funding resources. The funding applications for state and/or federal funds would be made by the local agencies.

The following action is planned and funded. It will not be precluded by the Proposed Action.

- The I-25/US 24 interchange is a "fill-in" interchange project of the I-25 Improvements through the Colorado Springs Urbanized Area EA and FONSI. It was originally planned as a tight diamond interchange. The design evolved during the US 24 West EA to a Single Point Diamond Interchange concept that would better accommodate increased traffic projections on US 24 and not preclude a future eastbound-to-northbound loop ramp as part of the ultimate US 24 corridor build-out. See **Section 1.3, Clarification Regarding the I-25/US 24 Interchange**.

Exhibit 2-9 illustrates all of the options listed in the US 24 West EA that could be built as separated projects, by CDOT or others.

EXHIBIT 2-9
Potential Construction Packages and Options not Precluded by the Proposed Action

Potential Construction Packages

Intersection/Interchange improvements (see Exhibit 2-8 in the US 24 West EA for close up views)

Options not precluded by the Proposed Action:

A. I-25/US 24 Interchange
B. 15th Street Overpass
C. Trail south of US 24, 8th St. to 24th St.
D. Fountain Creek additional work to reduce flooding*
E. Pedestrian bridge over US 24 at 25th Street
F. 31st Street Park and Ride
G. Improvements to Colorado Avenue
H. Ridge Road ramps

* Locations for improvements not identified at this time.

3.4 Changes to Chapter 3 of the EA, Affected Environment and Environmental Consequences

As noted previously in Exhibit 3-1, minor changes are being made to Chapter 3 of the EA, affecting the following sections of that chapter:

- **Section 3.3.2, Impacts of the Proposed Action on Right-of Way**
- **Section 3.4, Historic Properties**
- **Section 3.5, Parks and Recreation Resources**
- **Section 3.7.2, Impacts of the Proposed Action on Social Resources**
- **Section 3.12.3, Mitigation for Wetlands**
- **Section 3.13, Other Resources**

These changes are detailed below.

3.4.1 Changes to Section 3.3.2, Impacts of the Proposed Action on Right-of Way

It was determined that the right-of-way impacts reported in Section 3.3.2 of the EA included eight acquisitions that are being made separately for the I-25/US 24 interchange project. As these acquisitions have already been accounted for in the EA for the I-25 corridor improvements project, it is not appropriate to include them as impacts of the US 24 Proposed Action. **Appendix E** of this US 24 FONSI, Memorandum on I-25/US 24 interchange Right-of-Way Impacts, specifies the parcel acquisitions that are no longer considered impacts of the US 24 Proposed Action. As discussed in **Section 3.6** of this FONSI, the memorandum in **Appendix E** is also being added as new **Appendix K** to the EA.

Exhibit 3-5 in the US 24 West EA is a table that numerically summarizes parcel acquisitions. Appropriate changes to **Exhibit 3-5** are presented below. Original table contents being replaced are shown in strikeout font, and the revised totals are shown in bold text.

On page 3-17 of the EA, revise Exhibit 3-5 as follows:

EXHIBIT 3-5
Property Acquisitions by Land Use Category

	Ownership Type				
Type	Residential	Commercial	Public	Mixed-Use	Total
Total Acquisitions	9 parcels 3 acres	64 ~~67~~ parcels 47 ~~51~~ acres	8 parcels 6 acres	3 parcels 1 acre	**84** ~~87~~ parcels **57** ~~61~~ acres
Partial Acquisitions	2 parcels (< 1 acre)	9 ~~14~~ parcels 5 ~~9~~ acres	6 parcels 8 acres	No parcels No acres	**17** ~~22~~ parcels **13** ~~17~~ acres
Number of Owners	10	53 ~~60~~	2	5	**68** ~~75~~

3.4.2 Changes to Section 3.4, Historic Properties

Updated information on the historic eligibility status of bridges that would be replaced by the US 24 was received from the State Historic Preservation Officer (SHPO) in 2014. Based on the SHPO's review of the most recent statewide bridge inventory, five of the nine bridges have recently been determined not eligible for the National Register of Historic Places, in addition to one bridge

previously determined not eligible as part of CDOT's 2002 statewide historic bridge inventory. The five newly documented bridges [I-17-DE (5EP6358), I-17-EG (5EP6352), I-17-EQ (5EP6351), I-17-IG (No site number), I-17-FM (5EP6350)] have been determined officially not eligible as part of the CDOT's statewide historic bridge inventory of structures built 1959 to 1968.

This left three affected bridges that were not yet been documented. Two of these (CSG -E-56-09.19 and CSG-E 11-09.54) were built in 1964 and just turned 50 years old in 2014. The third, at Ridge Road (I-17-GC) was built in 1969 and is not yet 50 years old. These three bridges were not yet 50 years old at the time the US 24 West EA was approved in 2012, but they now meet the 50-year age criterion under which their eligibility would need to be assessed. Therefore, these three bridges were evaluated in conjunction with preparation of this FONSI. **Appendix F** includes the SHPO's August 15, 2014 letter of concurrence indicating that these bridges and US 24 itself are officially not eligible.

3.4.3 Changes to Section 3.5, Parks and Recreation Resources

In **Section 3.5, Parks and Recreation Resources**, corrections are being made with regard to the Pikes Peak Greenway Trail and the Midland Trail, and reference to an additional trail is being added.

In **Exhibit 3-10, Existing Parks and Recreation Resources in the Study Area**, in the Amenities column for the Pikes Peak Greenway (ID #1), remove: "includes Section 6(f) property." Add a new row as follows:

EXHIBIT 3-10
Existing Parks and Recreation Resources in the Study Area
[1]

ID	Name	Jurisdiction	Size/Length	Amenities
14	Pikes Peak Greenway spur to America the Beautiful Park	City of Colorado Springs	1,500 feet	Concrete surface, connects Pikes Peak Greenway to the park, crossing under Cimarron Street, along the eastern bank of Fountain Creek.

3.4.4 Changes to Section 3.5.2, Impacts of the Proposed Action on Parks and Recreation Resources

Revise Section 3.5.2 as follows:

> Of the ~~13~~ 14 parks and recreation resources in the study area (as listed in **Exhibit 3-10**), the Proposed Action would affect ~~four~~ **six**, as shown in **Exhibit 3-11**: Foothills Trail, Vermijo Park, 21st Street pocket park, ~~and~~ the Midland Trail, the Pikes Peak Greenway Trail, and the Pikes Peak Greenway Trail spur into America the Beautiful Park. Although the wider roadway cross-section and interchange reconstruction would constitute a change to the visual environment for the Pikes Peak Greenway and Bear Creek Trails, impacts would be similar to those for the existing highway and interchange structures. Acquisition of commercial structures between Blunt Park and US 24 could result in a change to the visual environment.
>
> The Pikes Peak Greenway Trail and its spur into America the Beautiful Park (from the south) cross under Cimarron Street on each bank of Fountain Creek. The planned loop ramp carrying eastbound US 24 traffic to northbound I-25 will cross over each of these trails twice. No land will be taken from these trails, but each may experience temporary closure during construction. After structures over these trails are built, they will provide shading on the trails and slightly change their visual setting. The existing visual setting includes their

crossings under Cimarron Street, adjacent to Interstate 25 and the Martin Drake Power Plant.

Additional protection is provided for outdoor recreational lands under the Section 6(f) legislation (16 United States Code [U.S.C.] 4601-8(f)(3)) where Land and Water Conservation Funds were used for the planning, acquisition, or development of the property. One Section 6(f) property was identified within the study area~~: the east end of~~ the Midland Trail, from ~~and~~ the pedestrian bridge over Monument Creek west to 21st Street (see **Exhibit 3-10** for location). ~~These features are not~~ This trail will be affected by the Proposed Action as is described in Section 4(f) Evaluation for the Proposed Action.

Realignment and temporary closures of the Midland Trail will constitute a temporary nonconforming use of this resource under Section 6(f). **Appendix G** of this FONSI includes the July 2, 2014 letter from Colorado Parks and Wildlife approving this temporary non-conforming use.

3.4.5 Changes to Section 3.7.2, Impacts of the Proposed Action on Social Resources

Impacts of the Proposed Action on social resources were discussed in the EA beginning on page 3-44 and ending on page 3-46. This section failed to note beneficial impacts that would result from reducing the size of the Fountain Creek floodplain. Properties no longer in the floodplain would be at lower flood risk, and therefore their owners could save money on flood insurance premiums.

Add a new paragraph to the EA on page 3-46:

An additional benefit not stated in the US 24 West EA is the removal of an estimated 68 properties with residential or commercial structures from the floodplain, due to the reduced size of the Fountain Creek floodplain under the Proposed Action. The properties removed from the floodplain include 55 units of manufactured housing at A-1 Mobile Village.

3.4.6 Changes to Section 3.12.3, Mitigation for Wetlands

In **Section 3.12.3, Mitigation for Wetlands and Water of the United States**, language is being added to indicate that CDOT will first look for onsite opportunities for wetland mitigation before going to the Limon Mitigation Bank.

On page 3-76 of the EA, delete the sentence:

The mitigation will be the use of the Limon Mitigation Bank because the project area is in the service area for this bank.

Replace the above-deleted sentence on page 3-76 with:

"CDOT will look for opportunities for onsite wetlands mitigation. If more mitigation is needed than can be met onsite, CDOT will use the Limon Mitigation Bank because the project area is in the service area for this bank."

3.4.7 Changes to Section 3.13, Other Resources

Ten topics were discussed briefly in the EA under the heading of Other Resources because they met one of the following three conditions:

- they were not present in the study area,
- they would not be affected by the Proposed Action, or

- they would experience negligible impacts after application of standard construction precautions.

Energy resources and geologic resources are typically analyzed in an EA, but they were not evaluated or presented in the US 24 West EA.

Add to the EA, on page 3-83:

3.13.11 Energy Resources

The evaluation of energy resources involves an assessment of efficient use of energy from the project and includes a discussion of the way in which project components will contribute toward a more efficient use of energy for the transportation system. This resource was not assessed because the US 24 corridor is a relatively short distance of 4 miles and the existing and proposed energy use would not be substantially different for any of the alternatives. Furthermore, the alternatives would not make the road longer or require vehicles to travel further than the No Action.

Add to the EA, on page 3-83, after new section 3.13.11:

3.13.12 Geologic Resources

Soil impacts to geologic features are assessed when the project area includes unique rock formations or potential mining and energy resources; or when resources related to geologic features are present such as mineral ores, petroleum, natural gas, sand, and gravel. Soil resources are analyzed when soil types in the area have the potential to affect the project due to erodibility and permeability. The bluffs at Red Rock Canyon are unique geologic features in the project area and would be impacted by the Proposed Action. During final design, the proposed cut into the bluff will be evaluated, and if needed, a retaining wall will be designed to protect this geologic feature; however, the project footprint does not include the bluffs. This means that the project is not expected to disturb the bluffs and the soils in the project footprint are not expected to be problematic. For these reasons, these resources were not analyzed in the US 24 West EA. Prior to construction of structures such as bridges and over-passes, CDOT will conduct geotechnical investigations to determine the existing ground's structural sufficiency for accommodating CDOT's new highway structures.

3.5 Addition of New Chapter 7 to the EA, List of Preparers

Environmental documents, such as EAs, are typically prepared by a multidisciplinary team of professionals with expertise in a variety of environmental topics. For the US 24 West EA, the primary consultant was CH2M HILL. CH2M HILL used several subconsultants to provide technical expertise for different sections of the US 24 West EA. These subconsultants and their project specialties included:

- THK Associates, Inc. (visual resources, parks, trails and recreation, and urban design)
- Wilson & Company, Inc. (public involvement, air quality, and cumulative impacts)
- Blakely Company (media relations/public information)
- Critigen (geographic information system [GIS] analysis)
- SAIC (wildlife)

- Centennial (archaeological resources)
- Cardno TEC, Inc. (history)

Including a List of Preparers is required for an Environmental Impact Statement, and is considered optional for an EA. A List of Preparers was not included in the approved US 24 West Corridor EA. Upon further consideration, a List of Preparers is being added at this time. It lists the representatives of the agencies and firms responsible for preparation of the US 24 West EA, along with their project responsibility, education, and experience.

Add to the EA:

CHAPTER 7, LIST OF PREPARERS

Name, Title and Project Responsibility	Education	Experience
FHWA		
Stephanie Gibson Environmental Program Manager	BS, Civil Engineering	20 years of experience in transportation and National Environmental Policy Act of 1969 (NEPA) project development.
Dahir Egal, PE Operations Engineer	BS, Civil Engineering	27 years of experience in roadway design, project management, and safety and traffic engineering.
Joshua Kiel, PE Operations Engineer	BS, Mathematics	10 years of experience in roadway design, construction, and project management.
Donna Harmelink, PE Operations/Pavements/Materials Engineer	BS, Civil Engineering	28 years of experience in pavement and materials.
CDOT Region 2		
Bob Mora, PE Project Manager	BS, Civil Engineering	28 years of experience in highway construction and highway project development/design.
Dave Watt, PE Resident Engineer/Project Manager	BS, Civil Engineering	28 years of experience in highway project development and construction.
Lisa Streisfeld Planning and Environmental Manager	MPA, Public Affairs MS, Environmental Science BA, Biology	19 years of experience in project management, transportation/transit planning and environmental analysis.
Robert Frei Environmental Planner	MS, Rangeland Ecosystem Science BS, Biology	15 years of experience in transportation planning and environmental analysis.
Richard Annand Planning and Environmental Manager	MA, Anthropology/Archaeology BS, Industrial Management	32 years of experience in project management, transportation planning, and environmental analysis. Retired December 2009.
Judy DeHaven Environmental Planner	BS, Civil Engineering	28 years of experience in environmental analysis and transportation planning. Retired December 2009.

Name, Title and Project Responsibility	Education	Experience
CDOT Environmental Programs Branch		
Dan Jepson Senior Staff Archaeologist Native American Consultations	MA, Anthropology BA, Anthropology	30 years of experience in cultural resource management and Section 106 compliance.
Lisa Schoch Senior Staff Historian	MA, History BA, History and English	13 years of experience in cultural resource management and Section 106 compliance.
Steve Wallace Staff Paleontologist	MS, Geology BS, Geology	37 years of experience in paleontology.
Vanessa Henderson Environmental Policy & Biological Resources Section Manager Document Review	BS, Geological Engineering	15 years of experience in environmental analysis and project management.
Nicolle Kord Document Review	BS, Range Ecology and Management	8 years of experience in environmental analysis.
CH2M HILL – Prime Consultant		
Mary Jo Vobejda, PE Project Manager	BS, Civil and Environmental Engineering	27 years of experience in transportation planning, traffic engineering, and public involvement.
Andrea Garcia Environmental Manager	MURP, Urban and Regional Planning BS, Forestry and Natural Resources	30 years of experience in transportation and environmental planning and project management.
Dirk Draper Environmental Manager	MS, Agriculture and Resource Economics BS, Agricultural Economics	21 years of experience in NEPA documentation and environmental planning.
Kay Dry, PE Hazardous Waste Sites	BS, Civil Engineering	17 years of experience with Environmental Site Assessments (ESA).
Kelly Fredell, PE Design Manager	BS, Civil Engineering	12 years of experience in transportation design engineering.
Doug Stewart, PE Floodplains Water Quality	BS, Architectural Engineering	22 years of experience in drainage and stormwater management.
Shonna Sam Utilities Land Use Environmental Justice Social Resources Right of Way	MA, Urban Regional Planning BA, Environmental Studies/Physical Geography	10 years of experience in environmental planning, NEPA documentation, environmental justice analysis, cumulative and indirect effects studies, Section 4(f) Evaluations, and GIS.
Brian Lee Wetlands Waters of the United States	BA, Environmental Population and Biology	8 years of experience in wetland delineation and management, and has experience with Section 404 Permitting, functional assessment and classification, vegetation community mapping, and wetland mitigation success monitoring.

Name, Title and Project Responsibility	Education	Experience
Jacqueline Dowds Bennett, PE Traffic Transportation	MS, Engineering	17 years of experience leading and conducting, traffic safety studies, traffic impact studies, corridor studies, traffic signal design, multimodal transportation planning, and interchange feasibility studies.
Colleen Kirby Roberts, AICP Environmental Planner	BA, Art History	15 years of experience in transportation and environmental planning, NEPA documentation, urban design, and public involvement.
Laura Dreher Environmental Planner	BS, Civil Engineering	11 years of experience in transportation planning and traffic engineering.
THK Associates, Inc. – Subconsultant		
Kevin Shanks, ASLA Visual Resources Parks, Trails and Recreation Urban Design	BS, Landscape Architecture	31 years of experience in landscape architecture.
Dan Conway Economics	BA, Business Administration, Urban Land Economics	44 years of experience conducting market research.
Wilson & Company, Inc. – Subconsultant		
Cheryl Everitt Public Involvement Manager	MBA, Marketing BA History	36 years of experience in marketing and communications; 14 years in public process.
Doug Eberhart Air Quality Cumulative Impacts	MBA, Finance BSE, Transportation Engineering	32 years of experience in transportation and environmental planning.
Blakely Company – Subconsultant		
Kyle Blakely Media Relations/Public Information	BS, Marketing	26 years of experience in the Marketing Communications and Public Relations field.
Critigen – Subconsultant		
Brian Ward GIS Analysis	MS, Geography	9 years of experience applying GIS-related technologies. Significant experience with ESRI's ArcGIS, ArcSDE, and ArcIMS software packages.
SAIC – Subconsultant		
Robert Henke Wildlife	MS, Wildlife Biology BS, Forest Science	30 years of experience conducting biological analyses for EAs.
Centennial – Subconsultant		
Christian J. Zier Archaeological Resources	PhD, Anthropology	35 years professional experience in archaeology, history, and NEPA analysis.

Name, Title and Project Responsibility	Education	Experience
Cardno TEC, Inc. – Subconsultant		
Sarah Quinn Architectural Historian	MA, History/Historic Preservation	18 years of experience in technical cultural resources work and project management.
Carrie K. Schomig Architectural Historian	MA, Architectural History	10 years of experience in the preparation of historical contexts and evaluations of cultural resources in the areas of architectural history, history, and historic preservation.
Jennifer Bryant Historian	MA, History and Public History	7 years of experience in conducting historical investigations, intensive architectural surveys, cultural resources surveys, and conservation projects.
Jonathan Held Historian	MA, History and Historic Preservation	12 years of experience performing analysis and research and developing recommendations, reports, and findings in the areas of historic and architectural preservation.

3.6 Addition of Appendices J and K, Technical Memoranda

Appendices D and E of this FONSI contain two technical memoranda that provide clarification of the costs and right-of-way needs for the US 24 Proposed Action, and are being added as **Appendices J and K** of the EA, as previously discussed in **Sections 3.3.2 and 3.6** of this FONSI.

Chapter 4 – Impacts, Mitigation Measures, and Permit Requirements

4.1 Summary of Impacts and Mitigation

Chapter 3, Affected Environment and Environmental Consequences, of the US 24 West EA addresses the existing socioeconomic and natural environmental conditions and the potential impacts of the Proposed Action as compared to the No Action. As discussed in detail in the US 24 West EA, many of the impacts will be beneficial to the US 24 corridor and others could be considered to be adverse impacts. In the **Executive Summary** of the US 24 West EA, **Exhibit ES-5** presents a summary of the impacts, listed by resource for both the No Action and the Proposed Action. **Exhibit ES-5** in the US 24 West EA includes a summary of the mitigation measures developed to minimize the impacts of the Proposed Action. **Exhibit 4-1** on the following page updates **Exhibit ES-5** in the US 24 West EA and includes public and agency input on the US 24 West EA.

The impacts and mitigation in this chapter were developed prior to approval of the US 24 West Corridor EA in 2012. As funding for individual construction packages becomes available in the future, the impacts and mitigation commitments may be re-evaluated as needed.

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
1	Air Quality	Emissions of particulate matter would increase temporarily during construction as a result of the operation of diesel equipment, lower traffic speed, soil disturbance and handling, and paving activities.	Fugitive dust emissions during construction will be controlled by implementing best management practices (BMPs) such as wetting exposed soils, covering trucks when transporting soil and other fine materials, minimizing mud tracking by vehicles, limiting vehicle speeds on construction access roads, stabilizing and covering stockpile areas quickly, re-vegetating exposed areas, and sweeping.	Construction Project Engineer	Construction
2	Air Quality	Emissions of particulate matter would increase temporarily during construction as a result of the operation of diesel equipment, lower traffic speed, soil disturbance and handling, and paving activities.	Air emissions from construction vehicles will be reduced by limiting the idling time of equipment and encouraging the use of newer construction equipment.	Construction Project Engineer	Construction
3	Archaeological Resources	Unexpected discovery of cultural deposits during construction.	CDOT will follow standard practice of ceasing work, consulting with the CDOT archaeologist, and evaluating materials in consultation with the Colorado State Historic Preservation Office (SHPO) to determine if mitigation is required.	Construction Project Engineer	Construction
4	Environmental Justice	Temporary construction impacts including increased dust, dirt, noise, traffic, and access disruptions during construction would be predominantly borne by low-income populations.	Mitigation for construction related impacts such as detours, out-of-direction-travel, and air emissions are addressed in this table for Transportation, Traffic Noise, and Air Quality. CDOT will develop and implement a Public Information Plan during construction. This plan and any information on construction related activities will be provided in both English and Spanish.	Traffic Engineering; Public Information Office	Construction
5	Environmental Justice	Residential relocation impacts would be predominately borne by low-income populations because 22 of the 24 residential acquisitions are located in census blocks with higher-than-average percentages of low-income households.	In addition to following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), when acquiring right-of-way, if necessary, CDOT will provide bilingual relocation information (such as pamphlets in Spanish) and CDOT right of way specialists will bring translators when working with impacted residents and businesses.	Right-of-Way	Right-of-way acquisition

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
6	Fish and Wildlife	Minor habitat loss may occur as a result of vegetation removal during construction.	Construction activities will be carried out in accordance with CDOT's standard BMPs and re-vegetation requirements.	Engineering Construction Manager	Construction
7	Fish and Wildlife	Construction activities, including bridge demolition, could affect nesting birds.	Active nesting surveys, including survey of bridges and structures, will be conducted within the study area by a qualified biologist no more than 7 days prior to the start of any construction activities to ensure compliance with the Migratory Bird Treaty Act of 1918 (MBTA). Active bird nests, trees, grasses, and shrubs located within the limits of construction or on bridge structures will not be removed during nesting season (between April 1 and August 31). A 50-foot "no work" radius will be required around each identified active nest location during the breeding season, unless cleared for construction by prior authorization of the Region biologist.	Region 2 Environmental	Prior to construction
8	Fish and Wildlife	A potential for increased vehicle-animal collisions exists.	CDOT will work with Colorado Parks and Wildlife (formerly Colorado Division of Wildlife) (CPW) to study deer collision on US 24 and evaluate appropriate, cost-effective mitigation that is aesthetically pleasing in the corridor. Techniques such as adding wildlife fencing or enlargement of culverts to allow improved wildlife passage will be considered.	Region 2 Environmental; Engineering Design Project Manager	Final design
9	Fish and Wildlife	Impacts to Monument Creek may occur as a result of cut-and-fill activities within the channel from bridge/culvert upgrade and replacement work and realignment of the US 24 and I-25 bridge. Riparian woodland fringes associated with these channels would also be impacted.	CDOT will obtain a Senate Bill 40 Wildlife Certification from CPW if the project does not fall within CDOTs Programmatic Agreement with CPW.	Region 2 Environmental	Construction
10	Floodplains	Construction activities to re-grade the Fountain Creek channel from I-25 to Ridge Road to accommodate the 100-year storm event could contribute to soil erosion of channel banks.	Disturbed areas will be stabilized and re-vegetated with native species, and Fountain Creek will be armored in areas. During construction BMPs will be incorporated.	Construction Project Manager; Engineering Design Project Manager	Construction

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
11	Floodplains	Re-grading the Fountain Creek channel from I-25 to Ridge Road to accommodate the 100-year storm event.	Whenever possible, the design will strive to maintain the low-flow channel in its current location to protect existing large trees and stream-side vegetation. This will stabilize the newly constructed slopes and minimize erosion during construction. CDOT will complete this re-grading in coordination with the United States Army Corps of Engineers (USACE) and Federal Emergency Management Agency (FEMA).	Engineering Design; Hydraulics: Environmental	Final design
12	Floodplains	Re-grading the Fountain Creek channel from I-25 to Ridge Road to accommodate the 100-year storm event.	During final design, CDOT will coordinate with the appropriate local and federal agencies (including the Regional Floodplain Manager) to conduct hydraulic analysis, confirm limits of improved floodplain, and provide a Conditional Letter of Map Revision.	Engineering Design; Hydraulics:	Final design
13	Floodplains	Re-grading the Fountain Creek channel from I-25 to Ridge Road to accommodate the 100-year storm event.	The design will utilize retaining walls to provide adequate channel width and depth in confined areas.	Engineering Design; Hydraulics:	Final design
14	Floodplains	The Midland Trail system from 26th Street to Ridge Road would remain within the floodplain.	CDOT will place signs along the Midland Trail notifying users that portions of the trail are within the 100-year floodplain.	Engineering Construction Manager; Maintenance	Post-construction
15	Floodplains	The bridges crossing Fountain Creek at 8th Street, 21st Street, 26th Street, 31st Street, Ridge Road, and two US 24 bridges would be rebuilt in accordance with current state and local design standards. This includes re-grading Fountain Creek upstream and downstream of each bridge.	New bridges crossing Fountain Creek will be sized to accommodate the 100-year storm event.	Engineering Design Project Manager	Final design

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
16	Hazardous Materials	The following three existing recognized environmental conditions (REC) are impacted: Leaking Underground Storage Tank (LUST) Site - Acorn Food Store Voluntary Cleanup Program Site - Pikes Peak Humane Society Historical Landfill - Martin Drake Power Plant	For the LUST site (Acorn Food Store) and the underground chemical plume (Pikes Peak Humane Society), CDOT will undertake file review at Colorado's Division of Oil and Public Safety and/or Department of Public Health and Environment to determine if available data is sufficient to identify possible environmental impacts. In addition, further inquiries with the property owners will be appropriate as part of the acquisition process.	Region 2 Environmental	Right-of-way acquisition
17	Hazardous Materials	Same as noted above for Commitment #16.	Following file review, CDOT may conduct a Phase II ESA for the Acorn Food Store, Pikes Peak Humane Society, and Martin Drake Power Plant.	Region 2 Environmental	Right-of-way acquisition
18	Hazardous Materials	Same as noted above for Commitment #16.	Regarding the historical landfill associated with the Martin Drake Power Plant, CDOT will initiate further discussion with Colorado Springs Utilities to determine if soils or groundwater within the US 24 right-of-way have been impacted or would be impacted.	Right-of-Way; Engineering Design Manager	Right-of-way acquisition
19	Hazardous Materials	Several historical RECs (LUST sites) are located within 1 mile of the US 24 centerline.	Although they are not considered current RECs, consideration will be given during final design to conducting more research to verify the nature and extent of contamination.	Region 2 Environmental	Final design
20	Hazardous Materials	Some highway bridge structures are known to have been painted with lead-based paint. If the paint contains lead in concentration above the regulatory threshold, the structures may require removal of the lead-based paint prior to disposal or renovation.	Prior to construction, CDOT will inspect and test for asbestos, lead-based paint, and hazardous material on any bridges that are suspected or known to contain hazardous substances due to age or materials.	Region 2 Environmental; Property Management	Prior to construction

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
21	Hazardous Materials	Some highway bridge structures are known to have been painted with lead-based paint.	CDOT will prepare a Materials Management Plan in accordance with CDOT Standard Specification 250 and will follow Specification 250 during demolition and construction.	Property Management; Region 2 Environmental; Engineering Design	Prior to construction; construction
22	Hazardous Materials	All property acquisitions involve some risk of encountering various common hazardous materials, such as asbestos or lead-based paint.	Prior to acquisition of any site, a site-specific Initial Site Assessment Phase I ESA will be conducted.	Region 2 Environmental	Prior to right-of-way acquisition
23	Hazardous Materials	All property acquisitions involve some risk of encountering various common hazardous materials, such as asbestos or lead-based paint.	Prior to construction, CDOT will inspect and test for asbestos, lead-based paint, and hazardous material on any bridges, buildings, and other structures suspected or known to contain hazardous substances due to age or materials or the result of an Initial Site Assessment Phase I ESA.	Region 2 Environmental; Property Management	Prior to construction
24	Hazardous Materials	Potential for acquisition of a portion of Gold Hill Mesa property.	Conduct research with El Paso County to determine if there are institutional or engineering controls on the property that require special handling of the soil if it is excavated.	Region 2 Environmental; Engineering Design Manager	Right-of-way acquisition
25	Historic Resources	The Proposed Action was determined to have the following effects: 14 No Historic Properties Affected, 6 No Adverse Effects, and 5 Adverse Effects including a historic district. The adverse effects include two historic commercial properties (5EP5335 and 5EP5336), two historic residences (5EP5285 and 5EP 5288), and the Westside Historic District (5EP5364). The Westside Historic District received an Adverse Effect determination because of the acquisition and demolition of two contributing properties.	CDOT, the Colorado SHPO, and local preservation groups have reached an agreement on how to mitigate the impacts to these historic properties in a Memorandum of Agreement (MOA). Mitigation will include, but is not limited to, interpretive signing, architectural salvage from historic buildings, and investigation into the reuse of the Chief Petroleum sign. These and other agreements have been documented in an MOA, which can be found in **Appendix H** of the US 24 West EA.	Region 2 Environmental; Environmental Programs Branch	Pre-construction; construction; post-construction

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
26	Native American Resources	Unexpected impacts to properties that are eligible for inclusion in the National Register of Historic Places (National Register) and are of religious or cultural significance to one or more consulting tribes.	Offer consulting tribes (Comanche Nation of Oklahoma) the opportunity to identify concerns about cultural resources and comment on how the project might affect them. If it is found that the project would impact properties of religious or cultural significance, their role in the consultation process may also include participation in resolving how best to avoid, minimize, or mitigate those impacts.	Environmental Programs Branch	Construction
27	Paleontological Resources	Potential impacts to fossils could occur in the area of the large rock cut near Red Rock Canyon Open Space, southwest of the US 24 and 31st Street intersection.	When the project design plans are finalized, the CDOT Staff Paleontologist will examine plans and determine the extent of impact to the bedrock units in the southwest quadrant of US 24 and 31st Street, as well as the scope of paleontological monitoring required, if any.	Environmental Programs Branch	Prior to construction
28	Paleontological Resources	Potential impacts to fossils could occur in the area of the large rock cut near Red Rock Canyon Open Space, southwest of the US 24 and 31st Street intersection.	If any sub-surface bones or other potential fossils are found anywhere within the study area during ground disturbance, the CDOT Staff Paleontologist will be notified immediately to assess significance and make further recommendations.	Environmental Programs Branch	Construction
29	Parks and Recreation Resources	Construction of a new bridge on 26th Street and the accompanying sidewalk would require the acquisition of 0.01 acre of Vermijo Park along the eastern edge of the park, including part of the baseball field. The reduction in parkland and partial loss of the baseball field would reduce some of the park's functions. A retaining wall would be constructed between Vermijo Park and the Fountain Creek channel, which could alter views from the park toward US 24.	CDOT will contribute up to $50,000 to the City of Colorado Springs to prepare a Park Plan for Vermijo Park.	CDOT Business Office; Region 2 North Program Engineer	Final design
30	Parks and Recreation Resources	Approximately 2.2 acres of Vermijo Park, including a portion of the baseball field, would be temporarily impacted due to Fountain Creek channel modifications.	All trees along Fountain Creek at Vermijo Park greater than 2 inches at diameter at breast height will be mitigated at a 1-to-1 basis. Non-native trees will be replaced with native trees. Coordinate with City of Colorado Springs Parks, Recreation and Cultural Services Department.	Engineering Construction Manager	Construction

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
31	Parks and Recreation Resources	Approximately 2.2 acres of Vermijo Park, including a portion of the baseball field, would be temporarily impacted due to Fountain Creek channel modifications.	CDOT will coordinate construction activities and provide advanced notice of temporary closures of park functions to the City of Colorado Springs' Parks, Recreation, and Cultural Services Department, TOPS, and park users during construction.	Public Information Office	Construction
32	Parks and Recreation Resources	Widening of US 24 to the north would require realignment of the Midland Trail between 8th Street and 11th Street, a distance of approximately 1,584 feet (0.3 mile).	CDOT will reconstruct the affected parts of the Midland Trail between 8th Street and 11th Street. No permanent change in the function or continuity of the trail will occur. CDOT will maintain a safe detour during construction.	Engineering Design; Engineering Construction Manager	Design; construction
33	Parks and Recreation Resources	Widening of US 24 to the north would require realignment of the Midland Trail between 8th Street and 11th Street, a distance of approximately 1,584 feet (0.3 mile).	CDOT will seek community input and will coordinate with the City of Colorado Springs Parks, Recreation and Cultural Services Department (or Trails, Open Space, and Parks [TOPS]program), and Citizens' Transportation Advisory Board (CTAB), as appropriate during final design with regard to the design and aesthetics of the trail.	Engineering Design Project Manager	Final design
34	Parks and Recreation Resources	At the cross streets of 21st Street, 26th Street, 31st Street, and Ridge Road, the bridges crossing the Midland Trail would be replaced, causing a temporary construction impact to the trail in vicinity of each bridge. These four temporary impact areas total approximately 0.2 mile of the trail. A segment of the Foothills Trail, an on-street trail along 31st Street, would be temporarily impacted by roadway construction.	CDOT will provide advanced notice to users on temporary trail relocations for both the Midland Trail and Foothills Trail during construction activities and provide information on the final location of the relocated trail.	Public Information Office	Construction
35	Parks and Recreation Resources	Construction of the interchange at 21st Street would require the full acquisition (1.5 acres) of the 21st Street pocket park. The public has expressed a desire to preserve the Prospector Sculpture that is located within the 21st Street pocket park.	CDOT will provide advance notice to the community prior to the relocation of the Prospector Sculpture at the 21st Street pocket park. CDOT will coordinate with the community, the Colorado Springs Parks, Recreation & Cultural Services Department, and the City of Colorado Springs' Trails, Open Space, and Parks to identify a location where the sculpture will be relocated. The sculpture will be placed into storage during construction until a new location is identified.	Public Information Office; Engineering Construction Manager	Construction

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
36	Parks and Recreation Resources	Approximately 780 linear feet (0.15 mile) of Foothills Trail would be reconstructed in its current on-street location to accommodate improvements included in the Proposed Action.	The Foothills Trail will be reconstructed in place along 31st Street with new streetscape, from just north of Colorado Avenue to Red Rock Canyon Open Space.	Engineering Construction Manager	Construction
37	Parks and Recreation Resources	Throughout construction, temporary detours and an increase in construction-related traffic noise, and dust would be expected at the Midland Trail, Foothills Trail, the Pikes Peak Greenway (west side of Fountain Creek), and its eastern spur trail connecting to America the Beautiful Park.	CDOT will coordinate construction activities including trail detours and provide advanced notice of temporary closures to the City of Colorado Springs' Parks, Recreation, and Cultural Services Department, TOPS, and trail users.	Public Information Office	Construction
38	Right-of-way	Acquisition of approximately 70 acres of right-of-way from 101 properties (73 commercial, 3 mixed-use, 14 public, and 11 residential), affecting 75 ownerships. Of the 101 impacted properties, 84 would be acquired in total and the remaining 22 would require partial acquisition. There would be relocation for each residential unit and each business; a total of 24 households or residential units and 72 businesses would require relocation. [The above figures include a 1.9 partial acquisition from Colorado Springs Utilities, to accommodate an eastbound US 24 to northbound I-25 loop ramp.]	For any person(s) whose real property interests may be impacted by this project, the acquisition of those property interests will fully comply with the Uniform Act. CDOT will continue to coordinate with Colorado Springs Utilities into and through the final design process to minimize right-of-way needs.	Right of Way; Engineering Design	Right-of-way acquisition

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
39	Section 4(f) Resources	The following recreation resources would be impacted by the project: 21st Street pocket park, Vermijo Park, Midland Trail and Pikes Peak Greenway (along with its eastern connection into America the Beautiful Park). A detailed discussion of impacts to these resources is included in **Chapter 6, Section 4(f) Evaluation**, of this FONSI.	CDOT will follow the mitigations outlined in the Section 4(f) Impacts Concurrence letter, written by CDOT and signed by the City of Colorado Springs, to mitigate impacts to the 21st Street Pocket Park, Vermijo Park, and the Midland Trail. This letter is included in **Appendix I** of the US 24 West EA. Mitigation includes relocation of the Prospector Sculpture, providing $50,000 to the City of Colorado Springs to develop a Vermijo Park Plan, realignment of the Midland Trail, and trail detours as needed. Please also see **Appendix G** and **Appendix H** of this FONSI regarding other trail-related mitigation.	Right of Way; Engineering Design	Final design; construction
40	Section 4(f) Resources	Five historic properties (5EP5285, 5EP5288, 5EP5335, EP5336, and 5EP5218) and one historic district (5EP5364) would be impacted by the project. A detailed discussion of impacts to these resources is included in **Chapter 6, Section 4(f) Evaluation.**	Details on mitigation for the five historic properties and one historic district are included in **Chapter 6, Section 4(f) Evaluation**, of this FONSI and the signed MOA. The MOA is included in **Appendix H** of the US 24 West EA and mitigation considered includes, but is not limited to: interpretive signing, architectural salvage from historic buildings, and investigation of the reuse of the Chief Petroleum sign.	Environmental Programs Branch	Construction; post-construction
41	Section 6(f) Resources	The Midland Trail from the pedestrian bridge over Monument Creek west to 21st Street is a Section 6(f) resource. It will be realigned for approximately 0.3 mile between 8th Street and 11th Street. As it is also a Section 4(f) resource, a detailed discussion of impacts to this trail is included in **Chapter 6, Section 4(f) Evaluation.**	The trail will be realigned as described in **Chapter 6, Section 4(f) Evaluation.** In 2014, the City of Colorado Springs provided written concurrence with the proposed mitigation. **Appendix G**, **Midland Trail Section 4(f) Correspondence with Colorado Parks and Wildlife** (CPW), in this FONSI lists three approval conditions: (1) trail disruption shall be minimized; (2) a signed detour shall be maintained during any closure; and (3) a replacement trail of comparable or greater value shall be provided by CDOT. As requested, CDOT will notify CPW by email of when the project commences, when the trail is detoured, and when the newly realigned or existing trail is reopened for public access.	Region 2 Environmental; Environmental Programs Branch	Construction

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
42	Social Resources	A total of 24 households or residential units and 72 businesses would require relocation. Employees of the relocated businesses would have to travel to a new location. Most of the relocated businesses would likely be able to relocate within the study area.	For any person(s) whose real property interests may be impacted by this project, the acquisition of those property interests will fully comply with the Uniform Act.	Right of Way	Right-of-way acquisition
43	Social Resources	During construction, temporary detours, out-of-direction travel, and construction related noise would affect local residents, businesses, and regional commuters. Impacts would be greatest for residents and businesses adjacent to the purposed project.	CDOT will provide advance notice of upcoming construction activities that are likely to result in traffic disruption and rerouting to emergency service providers, local schools, homeowners associations, local businesses, post offices, libraries, and Mountain Metro Transit.	Public Information Office	Construction
44	Social Resources	During construction, temporary detours, out-of-direction travel, and construction-related noise would affect local residents, businesses, and regional commuters. Impacts would be greatest for residents and businesses adjacent to the proposed project.	Mitigation for temporary construction-related impacts such as detours, out-of-direction travel, noise, and air emissions are addressed in this table for Transportation, Traffic Noise, and Air Quality resources.	Engineering Construction Manager	Construction
45	Social Resources	During construction, temporary detours, out-of-direction travel, and construction-related noise would affect local residents, businesses, and regional commuters. Impacts would be greatest for residents and businesses adjacent to the proposed project.	CDOT will develop and follow a Public Information Plan to communicate with stakeholders.	Public Information Office	Construction
46	Traffic Noise	Traffic noise would impact 29 residences and one child-development center.	Complete survey of property receptors for noise mitigation preference.	Environmental Programs Branch; Engineering Design Manager	Final design

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
47	Traffic Noise	Traffic noise would impact 29 residences and one child-development center.	Based on results from benefited receptor survey, noise walls will potentially be constructed to protect impacted receptors at three locations: North side of US 24 from 11th Street to 14th Street; The A-1 mobile home park on the south side of US 24; and The residences on the south side of US 24 on Red Canyon Place.	Engineering Design Manager; Engineering Construction Manager	Construction
48	Traffic Noise	Traffic noise would impact 29 residences and one child-development center.	During final design of the project, all mitigation recommendations will undergo an abatement re-evaluation to refine barrier dimensions and siting, and assess if conditions and homeowners/residents desires for noise abatement have remained consistent with conditions evaluated in the US 24 West EA.	Region 2 Environmental; Environmental Programs Branch	Final design
49	Traffic Noise	Traffic noise would impact 29 residences and one child-development center.	Area residents will have the opportunity to provide input on design elements related to noise mitigation, including design, grading and landscaping, and color and material of noise barriers, with the goal of constructing an aesthetically pleasing and economically viable project.	Engineering Design; Public Information Office	Final design
50	Traffic Noise	Short-term noise impacts would occur as the direct result of construction activities. Maximum noise levels from construction activity typically result from the loudest one or two pieces of heavy equipment that are in use at a given time.	Construction noise impacts will be mitigated by limiting work to daytime hours when possible, as described by CDOT and City of Colorado Springs requirements, and encouraging the contractor to use well-maintained equipment, particularly with respect to mufflers.	Engineering Construction Manager	Construction
51	Traffic Noise	Short-term noise impacts would occur as the direct result of construction activities. Maximum noise levels from construction activity typically result from the loudest one or two pieces of heavy equipment that are in use at a given time.	Where and when possible, the contractor will complete advance construction of noise walls/barriers prior to construction of highway improvements to minimize construction noise.	Engineering Construction Manager	Construction

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
52	Transportation Resources	Naegle Road from 21st Street to 25th Street would be closed. Because of this closure, the existing 25th Street bridge over Fountain Creek would be removed and 25th Street would terminate north of Fountain Creek.	CDOT will construct a cul-de-sac on 25th Street south of Vermijo Avenue.	Engineering Design Manager; Engineering Construction Manager	Final design
53	Transportation Resources	The Midland Trail from 8th Street to 11th Street will require realignment to accommodate US 24 improvements.	CDOT will reconstruct and slightly realign the Midland Trail between 8th Street and 11th Street.	Engineering Design Manager; Engineering Construction Manager	Final design
54	Transportation Resources	The Midland Trail from 8th Street to 11th Street will require realignment to accommodate US 24 improvements.	CDOT will collaborate with the City of Colorado Springs Parks, Recreation, and Cultural Services Department (or TOPS, as appropriate) on the alignment and design of trails to be constructed.	Engineering Design Manager	Final design; construction
55	Transportation Resources	Reconstruction of bridges over US 24 and Fountain Creek at the US 24 cross-streets of 21st Street, 26th Street, 31st Street, and Ridge Road, which could result in temporary impacts to the Midland Trail in the vicinity of each bridge during construction.	CDOT will maintain the safety and continuity of the Midland Trail by temporarily relocating the trail at 21st Street, 26th Street, 31st Street, and Ridge Road during construction of the bridges over Fountain Creek. New permanent trail will be constructed as part of each bridge improvement. The new segments will go under each bridge in the vicinity of where they are currently located.	Engineering Construction Manager	Construction
56	Transportation Resources	Construction would cause delays for the traveling public in cars, non-motorized users, or those on public transit and may cause out-of-direction travel. Lane closures would increase congestion and detours would temporarily increase traffic volumes on adjacent neighborhood streets.	A traffic control plan will be developed during final design that details strategies to minimize traffic disruption during construction.	Engineering Design Manager; Traffic Engineering	Final design

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
57	Transportation Resources	Construction would cause delays for the traveling public in cars, non-motorized users, or those on public transit and may cause out-of-direction travel. Lane closures would increase congestion and detours would temporarily increase traffic volumes on adjacent neighborhood streets.	Construction phasing and other activities will be planned to minimize the impact to the traveling public, area residents, businesses, and emergency service providers.	Engineering Construction Manager	Final design; construction
58	Transportation Resources	Construction would cause delays for the traveling public in cars, non-motorized users, or those on public transit and may cause out-of-direction travel. Lane closures would increase congestion and detours would temporarily increase traffic volumes on adjacent neighborhood streets.	CDOT will develop a Public Information Plan during construction that will provide coordination with all stakeholders, including the community, Colorado State Patrol, Colorado Springs Police, El Paso County Sheriff, Manitou Springs Police, Colorado Motor Carriers Association, the City of Colorado Springs, Manitou Springs, and El Paso County staff.	Public Information Office	Construction
59	Transportation Resources	Construction would cause delays for the traveling public in cars, non-motorized users, or those on public transit and may cause out-of-direction travel. Lane closures would increase congestion and detours would temporarily increase traffic volumes on adjacent neighborhood streets.	Any lane closures during construction will comply with CDOT's Lane Closure Strategy. Advance notice will be provided for extended lane closures.	Engineering Construction Manager	Construction
60	Transportation Resources	Construction would cause delays for the traveling public in cars, non-motorized users, or those on public transit and may cause out-of-direction travel.	Detours for vehicles, bicycles, pedestrians, and equestrians will be identified with adequate signing to minimize out-of-direction travel. Bicyclists may need to dismount on some detours during construction.	Engineering Construction Manager	Construction
61	Transportation Resources	Construction could temporarily impact bus stops for transit routes that cross US 24 if detours or lane closures are required. Increased congestion in the study area could also delay buses and affect timely transfers between bus routes.	CDOT will develop a Public Information Plan with measures for working with Mountain Metro Transit through all stages of construction, including construction on 26th Street, a potential Park & Ride location, to ensure access is maintained to bus stops on 26th Street.	Public Information Office	Construction

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
62	Transportation Resources	A segment of the Foothills Trail, an on-street trail along 31st Street, would be temporarily impacted by construction.	CDOT will reconstruct the on-street trail of the Foothills Trail on 31st Street in its current location.	Engineering Construction Manager	Construction
63	Transportation Resources	The intersection of US 24 and Ridge Road would be removed as an at-grade intersection and would be replaced by an overpass of Ridge Road over US 24.	CDOT will construct an on-street trail for pedestrians and bicyclists on Ridge Road from Colorado Avenue south to Red Rock Canyon Open Space.	Engineering Construction Manager	Construction
64	Utilities	Major utility lines are found in the study area and may result in conflicts.	Utilities will be avoided through design modification or relocated where conflicts cannot be avoided. Utilities relocated outside of the proposed right-of-way will require an easement.	Utilities; Engineering Design Manager	Final design; right-of-way acquisition
65	Utilities	Major utility lines are found in the study area and may result in conflicts.	Buried utilities may be protected with encasements.	Utilities; Engineering Design	Construction
66	Utilities	The construction of the flyover ramp to carry eastbound US 24 to northbound I-25 traffic would require the acquisition of 1.9 acres of property from the Martin Drake Power Plant. The property would be leased back to Colorado Springs Utilities and the improvements would not affect electrical generation. However, some activities and storage would need to be relocated.	CDOT will continue to coordinate with Colorado Springs Utilities and private utilities providers throughout project design and subsequent construction phases involving the US 24 loop ramp. Any right-of-way acquisition from Colorado Springs Utilities will be performed in accordance with the Uniform Act.	Utilities; Engineering Design	Final design
67	Vegetation and Noxious Weeds	Native vegetation and noxious weeds would be disturbed during construction.	Areas disturbed during construction will be revegetated with native species to minimize impacts to native vegetation and limit the spread of noxious weeds in the construction area. The project will use native seed mixes certified weed-free materials.	Engineering Design; Water Quality Program Manager	Construction
68	Vegetation and Noxious Weeds	Native vegetation and noxious weeds would be disturbed during construction.	All trees greater than 2 inches in diameter at breast height will be mitigated at a 1:1 basis. Non-native trees will be replaced with native trees.	Engineering Design Manager; Region 2 Environmental	Construction

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
69	Vegetation and Noxious Weeds	Native vegetation and noxious weeds would be disturbed during construction.	Prior to construction, a noxious weeds survey will be conducted and an Integrated Noxious Weed Management Plan will be developed and implemented during construction. The plan will contain specific BMPs to prevent and/or control the spread and establishment of noxious weeds, such as appropriate herbicide application, equipment cleaning and management, topsoil management, stakeholder coordination, the use of weed-free materials, and prompt re-vegetation of disturbed soil surfaces. The plan should focus on controlling Chinese clematis and Siberian Elm because they can be harmful to native vegetation.	Engineering Design Manager; Region 2 Environmental	Prior to construction
70	Visual Resources	New infrastructure components, such as retaining walls, noise walls, and jersey barriers would obstruct views to and from the project area.	Architectural aesthetic treatment decisions will follow the *US 24 I-25 to Ridge Road Aesthetic Guidelines* (THK, 2009).	Engineering Design Manager	Final design
71	Visual Resources	Although US 24 and associated improvements would be more visually apparent from surrounding land uses, the project would improve visual consistency and quality within the US 24 corridor.	CDOT will coordinate with the City of Colorado Springs' landscape architect to select approved replacement vegetation.	Engineering Design Manager	Construction
72	Visual Resources	Same as noted above for Commitment #71.	CDOT will look for opportunities to provide gateway monuments for city or neighborhood boundaries.	Engineering Design Manager	Final design
73	Water Quality	Additional surface area of US 24 including interchanges, bridges, and side streets would add 42 acres of impervious surface. A portion of this is attributable to I-25 interchange improvements, so the amount due to US 24 would be somewhat less.	Permanent water quality treatment features to filter roadway runoff and improve water quality will be provided. Where possible, ponds will be placed outside of the floodplains. Swales will be built parallel to the roadway to prevent contaminants from reaching Fountain Creek.	Hydraulics; Engineering Design Construction Manager; Water Quality Program Manager	Final design; construction; maintenance

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
74	Water Quality	Same as noted above for Commitment #73.	The requirements under the Colorado Discharge Permit System (CDPS) Municipal Separate Storm Sewer Systems (MS4) permit and the New Development and Redevelopment Program will be followed during design and construction.	Engineering Design; Engineering Construction Manager	Final design; construction
75	Water Quality	During construction, soil-disturbing activities and the placement of new fill would expose surfaces subject to erosion. Other construction activities such as the demolition of existing structures, placement of new structures, dewatering for foundations, and storage and fueling of equipment or possible spills have the potential to release water contaminants.	A Stormwater Management Plan (SWMP) will be developed in accordance with the condition of the CDPS-SCP and additional permits as required through the SWMP	Engineering Design; Water Quality Program Manager	Prior to construction
76	Water Quality	Same as noted above for Commitment #75.	CDOT will prepare and implement a SWMP that will detail the appropriate BMPs for erosion and sediment control during construction. A Transportation Erosion Control Supervisor (TECS) will be onsite during construction to maintain and implement the SWMP.	Engineering Design; Water Quality Program Manager	Design; construction
77	Water Quality	Same as noted above for Commitment #75.	Erosion and sediment control BMPs will be implemented in accordance with *CDOT Standard Specifications for Road and Bridge Construction* and the revised provisions for water quality outlined in the Consent Order with CDPHE and incorporated into Section 107.25 (Water Quality) and Section 208 (Erosion Control). BMPs may include silt fences, diversion berms, vehicle tracking control, inlet and outlet protection, street sweeping, and concrete washout locations to protect streams and other drainages from construction activities.	Engineering Construction Manager; Water Quality Program Manager	Construction
78	Water Quality	Same as noted above for Commitment #75.	Temporary stream crossings and diversion will be designed to minimize water quality and habitat impacts.	Engineering Design; Engineering Construction Manager	Design; construction

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
79	Water Quality	Same as noted above for Commitment #75.	Native vegetation will be installed and implemented in the affected areas.	Engineering Construction Manager	Construction
80	Water Quality	Same as noted above for Commitment #75.	A Construction Dewatering Permit will be obtained if required.	Engineering Design Manager	Prior to construction
81	Water Quality	Same as noted above for Commitment #75.	CDOT requirements under the "Consent Decree" (January, 2009) with the CDPHE will be implemented.	Engineering Construction Manager ; Water Quality Program Manager	Construction
82	Water Quality	Same as noted above for Commitment #75.	CDOT will obtain a CDPS General Permit for Stormwater Discharges Associated with Construction Activities from the Water Quality Control Division of CDPHE.	Engineering Design Manager; Water Quality Program Manager	Construction
83	Wetlands and Waters of the U.S.	The Proposed Action would temporarily impact a total of 5.17 acres of waters of the US. Of the 5.17 acres, 5.15 acres would be impacted along Fountain Creek and 0.02 acres would be impacted along Bear Creek.	CDOT will obtain a Section 404 permit from the USACE for impacts to wetlands and waters of the US during final design.	Region 2 Environmental; Engineering Design Manager	Final design
84	Wetlands and Waters of the U.S.	Same as noted above for Commitment #83.	CDOT will fence wetland and riparian areas with orange fencing during construction to avoid unnecessary disturbance.	Engineering Design Manager; Engineering Construction Manager	Construction

EXHIBIT 4-1
Summary of Impacts and Mitigation for the Proposed Action, US 24 West EA (Continued)

#	Category	Impact	Commitment	Responsible CDOT Branch	Timing/ Phase
85	Wetlands and Waters of the U.S.	The Proposed Action would permanently impact 0.02 acre of Wetland 1.	Impacted wetlands will be mitigated at a 1:1 ratio. CDOT will look for opportunities for onsite wetlands mitigation. If more mitigation is needed than can be met onsite, CDOT will use the Limon Mitigation Bank because the project area is in the service area for this bank.	Engineering Design Manager; Engineering Construction Manager	Construction

4.2 Permit Requirements

Transportation projects must comply with a wide range of federal and state environmental laws and regulations, permits, reviews, consultations, and other approvals. **Exhibit 4-2** lists the permits or concurrences that are required and must be obtained prior to project construction. These are known requirements but this is not an all-inclusive list and others may come up once final design and construction begin.

EXHIBIT 4-2
Required Permits or Concurrences

Permitting Agency	Permit
CDPHE	CDPS General Permit for Stormwater Discharges Associated with Construction Activities (requires SWMP)
	CDPS General Permit for Construction Dewatering Activities
	CDPS General Permit for Stormwater Discharges Associated with MS4 (permanent water quality BMPs)
	Construction Permit and Air Pollutant Emission Notice (fugitive dust control)
	Demolition Permit (requires asbestos survey)
	CDOT will ensure that the contractor obtains the Air Pollutant Emission Notice and CDPS permits during preconstruction
USACE	Section 401, Wetlands and Water Quality Certification, of the Clean Water Act (CWA) (required if Section 404 Individual Permit obtained)
	Nationwide CWA Section 404 or Individual Section 404 permits.
FEMA	Conditional Letter of Map Revision and Letter of Map Revision (because flood elevation will change due to improvements) and coordination with El Paso County Floodplain Administrator
CPW	Senate Bill 40 Wildlife Certification (submit 60 days in advance of construction)
City of Colorado Springs	Inter-governmental Agreement for ownership and maintenance of vacated right-of-way
	Concurrence for improvements made to park and trails
US Fish and Wildlife Service	Incidental Take Permit* (if active nests of migratory birds covered by the MBTA are disturbed)
CDOT	MS4 Certification

*A permit is not anticipated, but surveys during non-nesting periods will be conducted to remove inactive nests before construction begins.

Chapter 5 – Coordination and Response to Comments

Throughout the EA process, CDOT used a variety of techniques to coordinate with agencies and engage the public in developing and evaluating alternatives, crafting strategies to mitigate potential impacts, and recommending a Proposed Action. This chapter provides a summary of public and agency outreach efforts that took place during preparation of the US 24 West EA.

The comments CDOT received during the formal review period from agencies and the public have been included in **Section 5.4, Comments and Responses**, of this FONSI.

5.1 Public and Agency Coordination

Agency coordination and public involvement during the course of the US 24 West EA included scoping with agencies and the public, public open houses, neighborhood organization and small group meetings, workshops, newsletters, meetings with business organizations, and postings on a project website (www.coloradodot.info/projects/us24west). CDOT encouraged open communication from all groups and individuals interested in the project. The public outreach activities are summarized in **Appendix E** of the US 24 West EA.

CDOT used Context Sensitive Solutions (CSS), a collaborative, interdisciplinary team approach that involves stakeholders to develop transportation facilities that meet the purpose and need for the project, reflect community values, and are sensitive to the environmental and community resources. Using CSS allowed community residents to play an important role in shaping the alternatives, design options, mitigation and the Proposed Action. The influence of this approach is described in the CDOT publication *Shifting Gears: 51 ways the community shaped the solution for US 24 West* (CDOT, 2009). **Exhibit 5-1** lists the community groups the project team worked with and the contributions each group made during the US 24 West EA process.

EXHIBIT 5-1
Community Groups Coordinated with on the *US 24 West Environmental Assessment and Section 4(f) Evaluation*

Group Name	Membership	Contributions
Executive Leadership Team	Representatives – Typically at the senior management level of City Councilor/County Commissioner, City Manager/County Administrator, or Executive Director – from the following agencies: FHWA, CDOT, City of Colorado Springs, City of Manitou Springs, Colorado Springs City Council, Manitou Springs City Council, El Paso County Commissioners, Colorado Springs Utilities, and PPACG.*	Provided policy recommendations on funding, maintenance, and ownership responsibilities. Also assisted with formal actions required by respective councils, boards, and/or commissions for project support.
Technical Leadership Team	Representatives – Typically at the level of Planning Director, Traffic Engineer, Roadway Engineer, and similar positions – from FHWA, CDOT, City of Colorado Springs, City of Manitou Springs, Manitou Springs Economic Development Council, Colorado Springs Utilities, EL Paso County, and PPACG.*	Guided technical decisions involving data analysis, reviewed technical documentation, provided insight into agency issues and regulations, assisted with screening of alternatives, and coordinated with agency staff.
Aesthetic Working Group	Participants represented CDOT, El Paso County, City of Colorado Springs, City of Manitou Springs, Colorado Springs Utilities, PPACG, Organization of Westside Neighbors, Old Colorado City Historical Society, Friends of Red Rock Canyon, the Trails and Open Space Coalition, Gold Hill Mesa, local residents, and business owners.	Provided community input on the look and feel of US 24 corridor aesthetic elements incorporated in the *US 24 I-25 to Ridge Road Aesthetic Guidelines* (THK, 2009) (included in **Appendix F** of the US 24 West EA).
Midland Greenway Advisory Committee	Committee members represented CDOT, El Paso County, City of Colorado Springs, City of Manitou Springs, Colorado Springs Utilities, PPACG, Old Colorado City Historical Society, Friends of Red Rock Canyon, the Trails and Open Space Coalition, and Gold Hill Mesa. *	Provided technical expertise, support, and insight as participants in the master planning process for the Midland Greenway.
Fountain Creek Restoration Project	Representatives from CDOT, the City of Colorado Springs and its Stormwater Enterprise Program, and Gold Hill Mesa.	Worked together to develop a master plan and fund major improvements to a 0.6-mile section of Fountain Creek between 8th Street and 21st Street.

*A complete list of the committee members is included in **Appendix E** of the US 24 West EA.

5.2 Agency Coordination

CDOT and FHWA coordinated with local, state, and federal agencies throughout the project. This involvement helped to ensure compliance with agency policy and procedures, transportation planning requirements, NEPA requirements, and accurate resource identification and impact evaluation. **Exhibit 5-2** provides the list of agencies consulted during the US 24 West EA process.

EXHIBIT 5-2
Agencies Consulted on the *US 24 West Environmental Assessment and Section 4(f) Evaluation*

Local Agencies
City of Colorado Springs
City of Colorado Springs Parks, Recreation and Cultural Service Department*
City of Colorado Springs TOPS Staff*
Colorado Springs Utilities
City of Manitou Springs
El Paso County
Mountain Metro Transit
PPACG
State Agencies
CDPHE*
CPW*
Colorado SHPO*
Federal Agencies
USACE*
United States Environmental Protection Agency*
FEMA

*Agency participated in the US 24 West EA scoping meeting.

5.2.1 CDOT Meetings with Agencies

Before the end of the public hearing period (July 11, 2012), CDOT met with the USACE and CPW to discuss the US 24 West EA. The USACE indicated the project would improve conditions along Fountain Creek and did not submit written comments on the US 24 West EA. CPW noted concerns about animal-vehicle collisions on US 24 and submitted written comments with recommendations for minimizing such collisions and for improving Fountain Creek and its associated riparian area. CDOT responses to those comments are provided in **Section 5.5, Comments and Responses**, of this FONSI.

5.3 Public and Agency Comment Period and Public Hearing

5.3.1 Public and Agency Comment Period

On May 25, 2012, CDOT published the US 24 West EA (**Appendix A** of this FONSI), which started the 45-day public review period. Copies of the US 24 West EA were made available for public review at the following locations:

Pikes Peak Library District – Old Colorado City Branch
2418 West Pikes Peak Avenue
Colorado Springs, CO 80904
(719) 634-1698

CDOT Region 2, North Program Office
1480 Quail Lake Loop, Suite A
Colorado Springs, CO 80906
(719) 227-3200

Pikes Peak Library District – Penrose Branch
20 North Cascade Avenue
Colorado Springs, CO 80903
(719) 531-6333

Pikes Peak Library District – Ute Pass Branch
8010 Severy Road
Cascade, CO 80809
(719) 684-9342

Rampart Library District – Woodland Park Branch
218 East Midland Avenue
Woodland Park, CO 80866
(719) 687-9281

Manitou Springs Public Library
701 Manitou Avenue
Manitou Springs, CO 80829
(719) 685-5206

CDOT Headquarters (Public Relations Office)
4201 East Arkansas Avenue
Denver, CO 80222
(303) 757-9228

FHWA Colorado Division Office
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
(720) 963-3000

Pikes Peak Area Council of Governments
15 South Seventh Street
Colorado Springs, CO 80905
(719) 471-7080

City of Colorado Springs, City Clerk Office
30 South Nevada Avenue # 101
Colorado Springs, CO 80903-1802
(719) 385-5901

The US 24 West EA was also available on the project website, www.coloradodot.info/projects/us24west.

5.3.2 Public Hearing

A public hearing was held on Monday, June 11, 2012, between 4:30 p.m. and 7:30 p.m. at the Community Partnership for Child Development building located at 2330 Robinson Street, Colorado Springs, Colorado, 80904. The public hearing was held in an open house format, with a presentation and an oral public comment period during the hearing. A court reporter recorded the oral comments, and comment sheets were available for written comments. Details such as the public hearing presentation, handouts, display boards, press releases, and the comments received are presented in a report in **Appendix B** of this FONSI. A total of 115 people signed the public hearing sign-in sheet.

The public hearing was announced to the public through advertisement in local papers, postcards, telephone, and flyers, as detailed in the following sections.

5.3.2.1 Advertisements in Local Newspapers

- Colorado Springs Independent (May 30 and June 6, 2012)
- Westside Pioneer (May 31 and June 7, 2012)
- Cheyenne Edition (May 31 and June 7, 2012)
- The Gazette (June 3 and June 7, 2012)
- The Gazette online edition banner (June 3 to June 11, 2012)

5.3.2.2 Postcards

A mailing list was used to send postcards to the community. The mailing list consisted of 3,599 names that included single- and multi-family residences, and businesses. The mailing list was complemented by an in-house list of 1,381 names collected over the course of the project. On May 23, 2012, a total of 4,980 postcards were sent to these addresses.

5.3.2.3 Telephone

The US 24 West EA project phone line (719-477-4970) was updated to provide the location of the public hearing and included a message requesting that comments on the US 24 West EA be given at the public hearing and not over the phone. The telephone message had a choice of English or Spanish.

5.3.2.4 Flyers

Flyers announcing the public hearing were posted at public locations in Woodland Park, Green Mountain, Cascade, Manitou Springs, and Old Colorado City. **Appendix B** of this FONSI provides a full list of locations where flyers were posted.

5.4 Future Public and Agency Coordination

CDOT will continue to work with PPACG to implement the project as part of the ongoing regional transportation planning process. CDOT will also continue to coordinate with the staff from City of Colorado Springs, El Paso County, and their advisory committees as the project moves into final design and construction. Specific final design coordination activities include coordination with the community and the Colorado Springs Parks, Recreation & Cultural Services Department to identify a location where the Prospector Sculpture at the 21st Street pocket park could be relocated; and surveys of benefitted noise receptors - those locations predicted to experience a 5 A-weighted decibels or greater noise reduction from construction of a noise barrier.

On July 13, 2010, FHWA updated the national noise regulation, Title 23 of the Code of Federal Regulations (CFR) 772. The new regulations require CDOT to survey the residents and owners identified in the US 24 West EA that will benefit from noise abatement facilities such as noise walls. CDOT will conduct these surveys during final design of the project to determine if benefitted residential receptors are in favor of having noise walls constructed. Design of the noise wall will be refined during final engineering design, including materials used to construct the wall, access, and maintenance considerations. Residents will have an opportunity to review the design of the noise wall, and aesthetics will be consistent with the *Corridor Aesthetic Guidelines* included in **Appendix F** of the US 24 West EA.

CDOT will continue to provide information to the public about the project during final design and construction phases.

5.5 Comments and Responses

At the end of the public comment period (July 11, 2012), each comment document was assigned a unique identification number. A total of 52 comment submittals were received, including four from agencies and 48 from 45 individuals (two persons made multiple submittals). The submittals were received through the following methods:

- Public hearing transcript
- Comment forms
- Electronic mail
- U.S. mail

Exhibit 5-3 provides a listing of the submittals received. Submittals from individuals are listed in alphabetical order, for ease of reference.

EXHIBIT 5-3
Index of Comments Received*

Name	Comment Number	Source	Page
Comments from Federal, State, and Local Agencies			
Colorado Parks and Wildlife	1	Website	5-8
United States Department of the Interior	2	Letter	5-10
Mountain Metro Transit	3	Public Hearing	5-11
Colorado Springs Utilities	4	Website	5-12
Comments from residents, business owners, and other interested parties			
Bates, Don	40	Website	5-82
Bradley, Anne	47	Website	5-94
Bradley, Gary L.	42	Website	5-84
Clark, Sallie (Commissioner)	8	Public Hearing	5-22
Clark, Welling	9	Public Hearing	5-29
Damman, Jack	52	Verbal conversation with CDOT Project Manager	5-102
Dombach, Dave	25	Public Hearing	5-57
Dunn, Peter	35	Website	5-70
Engel, Steve	51	Email	5-101
Erwin, Chuck	50	Website	5-99
Fenimore, Jim	10	Public Hearing	5-33
Fetsch, Eric	30	Public Hearing	5-63
Fisco, Anchie	26	Public Hearing	5-58
Fisco, Anchie	27	Public Hearing	5-60
Fleming, Daniel	38	Website	5-78
Fleming, Karen	28	Public Hearing	5-61
Foster, Mia	24	Public Hearing	5-55
Foster, Mia	48	Website	5-95
Gardner, Bob	44	Website	5-89
Gartner, Thomas	19	Website	5-47
Giacolono, Robert	16	Website	5-44
Heim, Werner	17	Website	5-45
Hitchcock, Barbara	23	Public Hearing	5-54
Hooton, Cindy	29	Public Hearing	5-62
Hughes, David	6	Public Hearing	5-17
Hughes, David	15	Website	5-42
Jordan, Kenyon	39	Website	5-79

EXHIBIT 5-3
Index of Comments Received* (Continued)

Name	Comment Number	Source	Page
Kallaus, Donald	13	Website	5-40
Klein, Eddie	31	Public Hearing	5-64
Koerner, Bill	11	Public Hearing	5-37
Koerner, Bill	14	Website	5-41
Koerner, Bill	49	Website	5-98
Krueger, Ray	37	Website	5-77
Leinweber, David	7	Public Hearing	5-19
Luggie, Robert	18	Website	5-46
Matthews, Sandra	43	Letter	5-85
Maxwell, Michael	41	Website	5-83
Onstott, John	45	Website	5-90
Poe, Nancy	21	Website	5-49
Prenzlow, Ed	34	Public Hearing	5-69
Robbins, P.J.	20	Website	5-48
Schorsch, Suzanne	12	Website	5-39
Stoddard, Cris	5	Public Hearing	5-15
Unknown #1	32	Public Hearing	5-67
Unknown #2	36	Public Hearing	5-76
Vilcek, Mrs.	33	Website	5-68
Vincent, Brinah	46	Website	5-91
Wilson, Jane	22	Public Hearing	5-51

*Verbal comments were made to the transcriber at the public hearing.

Exhibit 5-4 presents the submittals received. Each submittal was examined to identify specific comments addressed. Many of the submittals included comments on more than one topic. Individual comments within a submittal have been highlighted and identified with a letter. Thus, for example, submittal #1 contains comments #1a and 1b. The exhibit includes a separate response to each comment within each submittal. A total of 141 responses are provided.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments

Federal, State, and Local Agencies

Comment	Response
Comment Number: 1 **Name: Colorado Parks and Wildlife** **Dave Lovell** **Assistant Regional Manager** ***Website***	**Response to Comment #1**
Colorado Parks and Wildlife (CPW) appreciates the opportunity to comment on the proposed improvements to Hwy 24. We look forward to working closely with CDOT to insure the project maximizes potential benefits to aquatic and terrestrial species, which reside in and travel through this corridor. Although the design and planning are in the preliminary stages, there are some suggestions that CPW can make at this time. The proposed project area is extensive and will have the potential to impact wildlife greatly.	
The area along Highway 24 and Fountain Creek has habitat that is suitable for all small and large mammals, with deer, bear, mountain lions, raccoons, coyotes and other small mammals being seen regularly. Fountain Creek not only provides a movement corridor for animals to travel up and down, but also a barrier that animals have to cross. Highway 24 in this area has a high risk area of vehicle/wildlife collisions, with deer being the primary animal of concern. 1a	**Response to Comment #1a:** **Section 3.13.6, Fish and Wildlife,** of the US 24 West EA, states that as part of the Senate Bill 40 Wildlife Certification, plans will be reviewed by Colorado Parks and Wildlife (CPW) during final design. This review is to ensure that plans are technically adequate to protect and preserve fish and wildlife species and will also allow CPW to provide recommendations if the project would adversely affect a riparian area along Fountain Creek and its tributaries.
CPW is interested in maintaining, and if possible, improving riparian and stream habitats along Fountain Creek. The fishery resource within Fountain Creek is composed of both native fish species and wild brown trout. Anglers, angler groups and other wildlife have interest and ownership in this fishery. A low flow channel should be maintained in addition to high flow and flood channels in order to provide fish a method to move up and down the stream.	
CPW would request that area of Highway 24 from Crystal Hill Road to 26th Street have deer proof fences installed, similar to those installed along I-25 near Ray Nixon Power plant. Increased traffic flow, wider lanes and possible increased speeds will potentially increase wildlife/vehicle collisions which are already very high. Deer proof fences along this area will deter deer from crossing Highway 24 along this stretch.	Regarding a deer-proof fence, CDOT will work with CPW to study deer collisions on US 24 and evaluate appropriate, cost-effective mitigation that is aesthetically pleasing in the corridor.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 1 **Name: Colorado Parks and Wildlife** **Dave Lovell** **Assistant Regional Manager** ***Website (continued)***	**Response to Comment #1 (continued)**
We would request that all areas of disturbance and exposed soils above the ordinary high water mark be re-vegetated with a native seed mix. This will contribute to the replacement of lost riparian vegetation values and minimize establishment of noxious weeds. The placement of willow sprigs or bare root stock should also be instituted along the banks, especially in those areas which have been disturbed. We recommend planting willows periodically along the bank to help reduce and control erosion. Coyote Willow is a native willow that is great at stabilization and in reducing erosion. This should also contribute to bank stability over the long term. The site should be monitored for a period of at least two growing seasons. Any stands of noxious weeds that become established should be controlled with appropriate mechanical and/or chemical methods suitable for the proposed location. CPW recommends using a clean fill material, if needed, that would be conducive to growing native vegetation that will help stabilize the banks. Non-native vegetation can overrun native vegetation and can become problematic. A seed mixture of native grasses is also recommended to provide a good support system in the soil. CPW requests leaving as many native healthy trees on site as possible and replacing trees that are removed with comparable native species on a 3:1 basis. We recommend adoption of a noxious weed management plan and active control of noxious weeds in disturbed areas until reclaimed vegetation has become appropriately established. CPW looks forward to working cooperatively to develop the necessary improvements for the Highway 24 corridor, while at the same time preserving and enhancing the wildlife resources and creating a fully functioning ecosystem that also provides aesthetic and natural looking habitat. Please feel free to contact us should you have any questions or require additional information.	**Response to Comment #1b:** As discussed in **Section 3.2, Floodplains,** of the US 24 West EA, the Fountain Creek channel from I-25 to Ridge Road will be regraded in coordination with the United States Army Corps of Engineers and Federal Emergency Management Agency to provide an armored low-flow channel and a widened stabilized reseeded area. The design will strive to maintain the low-flow channel in its current location to protect existing large trees and stream-side vegetation. Disturbed areas will be stabilized and re-vegetated with native species. Coyote willow is one of the plants listed in the *Corridor Aesthetic Guidelines* included in **Appendix F** of the US 24 West EA. As stated in **Exhibit 4-1** of this FONSI, prior to construction, a noxious weeds survey will be conducted and an Integrated Noxious Weed Management Plan will be developed and implemented during construction. The plan will contain best management practices to prevent and control the establishment of noxious weeds. These best management practices include appropriate use of herbicides, equipment cleaning and management, topsoil management, the use of weed-free materials, and prompt re-vegetation with native species of disturbed soil surfaces. All trees greater than 2 inches in diameter at breast height will be mitigated at a 1-to-1 basis and CDOT will work in consultation with CPW to determine if more trees are needed. Non-native trees will be replaced with native trees. Opportunities for higher density tree replacement will be explored and implemented where cost effective. A list of trees, shrubs, and grasses are listed in the *Corridor Aesthetic Guidelines* included in **Appendix F** of the US 24 West EA.

1b

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 2 **Name: U.S. Department of the Interior** **Robert Stewart** **Regional Environmental Officer** ***Letter***	**Response to Comment #2** **Response to Comment #2:** Comment noted.

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Denver Federal Center, Building 67, Room 118
Post Office Box 25007 (D-108)
Denver, Colorado 80225-0007

July 9, 2012

9043.1
ER-12/0400

Mr. John Cater
Division Administrator
Federal Highway Administration
Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228

Dear Mr. Cater:

Thank you for the opportunity to review the Environmental Assessment and Draft Section 4(f) Evaluation for Improvements to US 24 West, El Paso County, CO. The Department of the Interior has reviewed the document, and hereby submits these comments to you as an indication of our thoughts regarding this project.

SECTION 4(f) EVALUATION COMMENTS

Following our review of the Section 4(f) Evaluation, we concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources. We acknowledge that you have consulted with the Colorado State Historic Preservation Office, and have executed a Memorandum of Agreement to minimize adverse effects to historic properties.

2

We appreciate the opportunity to review this document. Should you have questions about the Section 4(f) Evaluation comments, please contact Cheryl Eckhardt at 303.969.2851.

Sincerely,

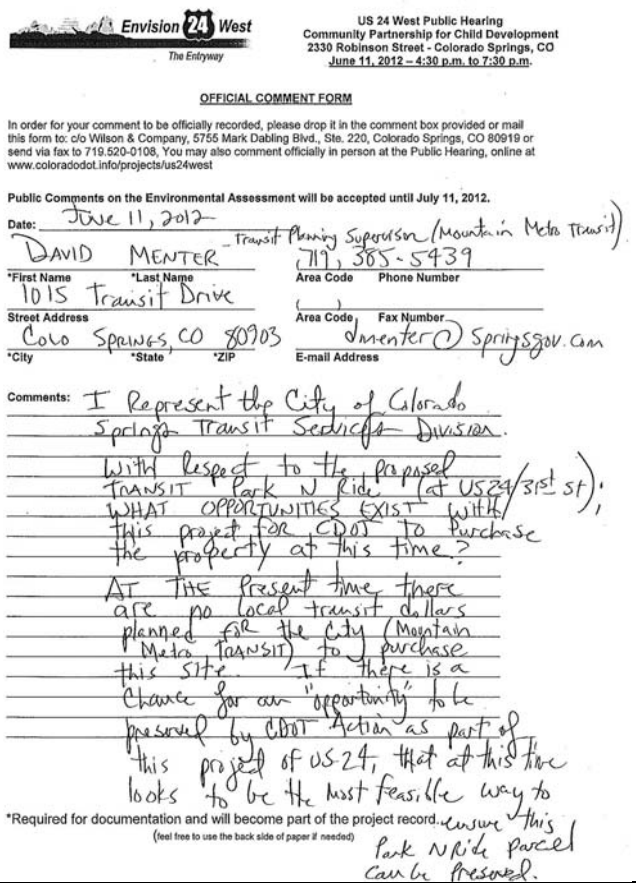
Robert F. Stewart
Regional Environmental Officer

cc:
SHPO CO – (ed.nichols@chs.state.co.us)
DOT CO – (thomas.greves@dot.state.co.us, timothy.harris@dot.state.co.us)

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Local Organizations

Comment	Response
Comment Number: 3 **Name: Mountain Metro Transit** **David Menter** **Transit Planning Supervisor** ***Public Hearing***	**Response to Comment #3** The future Park & Ride at 31st Street and US 24 is not included as part of the Proposed Action. The Park & Ride may be constructed by others on land that will be acquired by CDOT under the Proposed Action for the road improvements, as noted in **Section 2.6, Options not Precluded by the Proposed Action,** of the US 24 West EA. CDOT may purchase property well in advance of it being needed for a transportation project through a process called "advance acquisition." CDOT defines advance acquisition as acquisition prior to commencement of the regular right-of-way acquisition process for a specific project. Advance acquisition of a specific parcel of property is done when an advantageous purchase opportunity is identified, or when a hardship situation exists. At this time, these conditions do not exist for advanced acquisition of the property identified for a future Park & Ride at 31st Street and US 24. At the time of the acquisition of the land, CDOT and the City of Colorado Springs can explore opportunities for funding partnerships and opportunities to construct. Possible sources of funding may be local dollars, state Funding Advancement for Surface Transportation & Economic Recovery (FASTER) Transit funding, or federal grants through the Federal Transit Administration.



Envision 24 West
The Entryway

US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
June 11, 2012 – 4:30 p.m. to 7:30 p.m.

OFFICIAL COMMENT FORM

In order for your comment to be officially recorded, please drop it in the comment box provided or mail this form to: c/o Wilson & Company, 5755 Mark Dabling Blvd., Ste. 220, Colorado Springs, CO 80919 or send via fax to 719.520-0108, You may also comment officially in person at the Public Hearing, online at www.coloradodot.info/projects/us24west

Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: June 11, 2012

DAVID — *First Name
MENTER — *Last Name
Transit Planning Supervisor (Mountain Metro Transit)
719, 385-5439 — Area Code Phone Number
1015 Transit Drive — Street Address
( ) — Area Code, Fax Number
Colo Springs, CO 80903 — *City *State *ZIP
dmenter@springsgov.com — E-mail Address

Comments: I Represent the City of Colorado Springs Transit Services Division. With respect to the proposed TRANSIT Park N Ride (at US 24/31st St), WHAT OPPORTUNITIES EXIST with this project for CDOT to Purchase the property at this time? AT THE Present time there are no local transit dollars planned for the City (Mountain Metro TRANSIT) to purchase this site. If there is a Chance for an "opportunity" to be preserved by CDOT Action as part of this project of US 24, that at this time looks to be the most feasible way to ensure this Park N Ride parcel can be Preserved.

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

3

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 4 **Name: Colorado Springs Utilities** **Harold Franson** ***Website***	**Response to Comment #4**

Colorado Springs Utilities ("CSU") supports the overall project goal of improving transportation infrastructure in the Colorado Springs region and appreciates the opportunity to comment on the US 24 West Environmental Assessment. Please note that while no decisions have been made concerning decommissioning of the Martin Drake Power Station, and our comments assume the continued operation of the plant.

We previously met with representatives of CDOT on several occasions to discuss in particular the configuration of the proposed improvements at I-25 and US 24. Those discussions revolved around the proposal to use the Martin Drake Power Plant property for the fly-over portion of that intersection. After the meeting on April 22, 2009, we sent an email dated June 26, 2009 to Mr. Dirk Draper with the results of our internal review of the proposed design. The following is a copy of the body of that email:

4a *Dirk,*
In regards to the proposed Highway 24 construction of a loop ramp at the Martin Drake Power Plant, Colorado Springs Utilities has identified three concerns that would discourage the proposed design and recommend that alternative options be explored.

The concerns that have been identified are as follows:

1. *The property in question at the Martin Drake facility that would be impacted by the proposed loop ramp construction has been reserved for the additional storage of coal, in times of excessive fluctuation of coal prices Colorado Springs Utilities may purchase coal at lower prices and stockpile it to help maintain low energy rates.*

2. *The property in question at the Martin Drake facility that would be impacted by the proposed loop ramp construction has been determined to be a potential area for future expansion and upgrading to the existing power plant, as power needs continually increase and environmental mitigations are continually revised.*

Response to Comment #4a:

Traffic patterns and the proximity to the I-25 and Bijou interchange constrained design flexibility, making complete avoidance impossible. During the EA process, the project team met with potentially impacted property owners and tenants (including Colorado Springs Utilities) and offered them the opportunity to comment on the alternatives. As your comment notes, CDOT presented the proposed improvements for the I-25/ US 24 interchange to Colorado Springs Utilities at these meetings, and discussed how the proposed loop ramp would encroach on power plant property and result in a 1.9 acre property acquisition. Property acquisition would not affect power plant electrical generation, however as you note, this could impact some future activities and storage. Alternative designs were evaluated to avoid this aerial encroachment to the power plant.

Impacts to the power plant property were minimized through the refinement of an early design option that originally included a flyover ramp and a tight-diamond interchange configuration. By modifying the design to a single-point diamond interchange, the flyover ramp could be removed and replaced with the currently proposed loop ramp, minimizing the amount of power plant property required.

During meetings with Colorado Springs Utilities, partnership opportunities were discussed as potential solutions for shared usage of the required right-of-way. While no agreements were formalized, CDOT intends to continue the conversations with Colorado Springs Utilities into and through the final design process, as a successful partnership is essential to the future development. Opportunities to minimize right-of-way needs from all property owners with impacted property will be studied during final design.

Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 4 **Name: Colorado Springs Utilities** **Harold Franson** ***Website (continued)***	**Response to Comment #4 (continued)**
3. With the proposed location of the proposed loop ramp in such close proximity to the existing cooling towers, Colorado Springs Utilities believes that under certain atmospheric conditions, the existing cooling tower plumes could cause roadway visibility and icing issues for the motorists using the proposed loop ramp.	**Response to Comment #4b:**
If you have any questions in regards to our findings please feel free to contact me! *Sincerely, Adam Baker* *Colorado Springs Utilities* *Public Improvement Projects Utility Coordinator*	**Section 3.13.9, Utilities**, of the US 24 West EA acknowledged that steam from the power plant could cause fog or icing at the interchange's loop ramp during certain combinations of temperature, humidity, and wind direction and speed. CDOT will consider the possible installation of a de-icing system during final design.
Items 1 and 2 of that email clearly note that CSU has both current and future needs for the property that would be encumbered by the proposed flyover at I-25 and US 24. This precludes using the Drake property for the flyover ramp. Item 3 presents a very serious safety concern that may also make the proposed design infeasible. That safety concern did not appear to be evaluated in the EA.	Following construction, if ambient conditions of severe icing or visibility are of threat to the traveling public, roadway closure decisions are made in consultation with Colorado State Patrol and CDOT Maintenance staff. If closures occurred, traffic could instead be temporarily re-routed from the loop ramp through the single-point diamond interchange. Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.

4b

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 4 **Name: Colorado Springs Utilities** **Harold Franson** ***Website (continued)***	**Response to Comment #4 (continued)**
On June 29, 2009, CSU received some additional information regarding the use of the vacant areas at the Martin Drake Power Plant. A copy of an email from Shawn Kofoed, Plant Manager at Drake is noted below: *Today I had a meeting with Bill Nixon from Colorado Springs Utilities. We reviewed a 3D computer model of Drake after the proposed scrubbers, SCR's and other environmental equipment is installed at Drake beginning 2011. The model actually shows a need to potentially use this north section in question for additional expansion. The model was completed by Stanley Consultants and has been a multi-year project just to look at the feasibility of installing traditional scrubber equipment at Drake. These studies were going on behind the scenes and this was my first look at the potential impacts. Drake real estate will be shrinking quickly over the next 5 years. I feel this is just another example of how this project (Highway 24) needs a different alternative.* *Thank you,* *Shawn Kofoed Plant Manager* Given the potential significant impacts to the operation and possible future expansion of facilities needed for the continued operation of the Martin Drake Power Station, we strongly recommend that CDOT not proceed with planning for this project based on the assumption that a portion of the Martin Drake Power Station could eventually be used to complete the proposed design of the intersection of I-25 and US Hwy 24.	**Response to Comment #4c:** The proposed loop ramp at the I-25/US 24 Interchange would require the acquisition of 1.9 acres of power plant property. However, the acquisition would not impact the power plant's current electrical generation facilities, although it could impact some power plant activities and result in loss of storage. Please refer to **Response to Comment #4a** for more information regarding these impacts and attempts to avoid and minimize impacts to the power plant property. The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor and construction is expected to begin in 2014. The loop ramp is not currently included in the improvements to be built in 2014; rather it was identified in the US 24 West EA as a late phase of construction that would be built in the future as traffic needs and funding availability dictate. CDOT recognizes that Colorado Springs Utilities' need for the property in question may change in coming years in response to operational needs or City of Colorado Springs management decisions. CDOT intends to continue the conversations with Colorado Springs Utilities into and through the final design process, as a successful partnership is essential to the future development. Opportunities to minimize right-of-way needs from all property owners with impacted property will be studied during final design. Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.

4c

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Individuals – Written and Email Comments	
Comment Number: 5 **Name: Stoddard, Cris** ***Public Hearing***	**Response to Comment #5**
5a This feels weird. I could just write a comment, but since I'm here, I live at 25th and Robinson, and I love this plan. I'd like to thank the people involved in this plan because these (indicating), I think are really critical.	**Response to Comment #5a:** Comment noted.
5b I was coming up the pass from the interstate at 1:30 today and this (indicating) was backed up all the way to 8th because so many people wanted to turn left onto 21st; and I'm tired of it.	**Response to Comment #5b:** As you note in your comment, significant backups occur on all approaches to the US 24 intersection with 21st Street. The Proposed Action would replace the US 24 intersection at 21st Street with an interchange, eliminating backups on westbound US 24 caused by left turns onto 21st Street.
5c So while I read in the paper that somebody, some politician said we don't want overpasses, I'm a west side resident and I want these flyovers. I think they're a great idea.	**Response to Comment #5c:** Comment noted.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 5 **Name: Stoddard, Cris** ***Public Hearing (continued)***	**Response to Comment #5 (continued)**
One thing that bothers me, though, is, I think that this should be CDOT's responsibility to provide access ramps to Ridge Road, because, you know, I live right about here (indicating), and I can walk to the park, or bike; but a lot of people drive. And this parking lot is full every time I go past it.	**Response to Comment #5d**
5d And I think it's irresponsible to off load that traffic onto 31st, or way up here at Manitou Ave. when this book says we're not going to off load more traffic onto Colorado.	The Proposed Action would construct US 24 as an overpass over Ridge Road, removing direct access to Ridge Road. Changes to this existing at-grade intersection are necessary to address the mobility and safety problems on US 24, as discussed in the US 24 West EA.
Anybody that wants to go to the park can either park over here and walk up steep Hog Back Ridge, or they would have to go on Colorado Avenue; and I don't understand why CDOT can't just provide these ramps if they're going to do a bridge here.	CDOT considered a variety of design options for this intersection, including construction of an interchange, an overpass, or maintaining the existing, at-grade signalized intersection. Future traffic projections indicate relatively low traffic volumes at Ridge Road by the year 2035. These traffic projections are too low to justify the construction cost of the ramps and earthwork associated with an interchange at Ridge Road. Because 21st Street and 31st Street are important regional connections, the Proposed Action would maintain access through the construction of interchanges at these locations, and an overpass is proposed for Ridge Road.
5e And thank you for saving the Round House.	An overpass at Ridge Road would improve traffic flow on US 24 and provide safer access than an at-grade signalized intersection. The overpass at Ridge Road creates a more circuitous route for accessing the residential neighborhoods, but the traffic that would be rerouted by this change in access can be effectively accommodated on 31st Street, Manitou Avenue, and Colorado Avenue and would give more exposure to businesses.
	In addition to improving mobility and safety on US 24 for vehicle traffic, constructing US 24 as an overpass over Ridge Road will allow non-motorized users to access Red Rock Canyon Open Space from the Midland Trail or Colorado Avenue without having to cross US 24 at-grade.
	Ramps providing direct access to Ridge Road from US 24 are not precluded by the project and, if desired, could be built by local municipalities in the future as noted in **Section 2.6, Options not Precluded by the Proposed Action** of the US 24 West EA. CDOT will provide signage to direct motorists to the new access point for Red Rock Canyon Open Space.
	Response to Comment #5e:
	Comment noted.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 6 **Name: Hughes, David** ***Public Hearing***	**Response to Comment #6**
6a I don't need to speak about the thing. There's been a lot of improvements since I was on the committees here, and just two points. And since it was misreported in the Gazette this morning about both an overpass as opposed to an interchange, and also misreported that the Round House would be removed, that's obviously not going to happen, so I have no problem	**Response to Comment #6a:** CDOT would like to clarify that *The Gazette* article published on June 11, 2012 correctly described the Proposed Action and its associated impacts. An interchange would be constructed at US 24 and 21st Street, as described in the US 24 West EA. You are correct: the Proposed Action would not remove the former Midland Terminal Railroad Roundhouse. Please see **Section 3.4, Historic Properties** and *Historic Resources Survey and Effect Determination* in **Appendix C** of the US 24 West EA for more details on the project's impacts to the former Midland Terminal Railroad Roundhouse historic property.
6b I would say, however, since I'm way far ahead of everybody – well, I'll be dead before you too, before any of you – but the point is, I question, and always questioned the projection of the car trips in 2035. I know Welling Clark and others have done an analysis on it, but I have a different reason, I think, than that. I think that by 10 to 15 years, you're going to see changes in which finally the low-tech people, who live in Colorado Springs, and Woodland Park are going to be urged, if the city gets off its whatever and gets so that you don't drive from Manitou across about 20 miles twice around, but they set up – the City sets up a work center that comes down at the bottom to Crystal Park area and goes telecommuting to do the same work	**Response to Comment #6b:** Traffic volumes were forecast with the approved Pike's Peak Area Council of Governments (PPACG) travel demand model for the year 2005 and to develop 2035 No Action and 2035 Proposed Action forecasts. PPACG staff reviewed the modeling results and issued a letter of concurrence to state their agreement with the modeling process (refer to *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA to view a copy of the letter). The travel demand model incorporates projected development identified at the time of the model update process. If a work center is eventually proposed for this area, then it would be included in future updates to the model and the resultant model forecasts would take into account the reduced demand for weekday peak hour trips from Manitou to other locations in Colorado Springs.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 6 **Name: Hughes, David** ***Public Hearing (continued)***	**Response to Comment #6 (continued)**
6c And the value of that is not only economics, but the value of that also is the cost of maintaining this – this thing is going to be incredible if it continues to have the traffic that, you know, that is projected. But I really don't think – I think the City might get smart enough that it won't cause that quiet – that traffic, so I am very sketch [sic]. And I hope you're prepared to basically scale back the bigger ones so we don't end up with a road – a bridge to nowhere in here. It's called Woodland Park. Okay?	**Response to Comment #6c:** Corridor stakeholders, community residents, business owners, highway users, and other partners identified what they perceived as the transportation issues in the corridor. These issues formed a Community Vision along with Alternative Screening Criteria, a process described in detail in **Chapter 2, Alternatives,** of the US 24 West EA. The purpose of the Proposed Action, as defined in **Chapter 1, Purpose and Need,** of the US 24 West EA, is to (1) reduce congestion problems for travelers today and through the year 2035, (2) improve mobility for local trips within the US 24 corridor and regional trips through the US 24 corridor, and (3) improve connectivity to the multiple destinations accessible from the US 24 corridor. The resulting Proposed Action is the project that best adopts the Community Vision while addressing the Purpose and Need. CDOT has the responsibility to maintain these facilities that serve a specific purpose and need.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 7 **Name: Leinweber, David** ***Public Hearing***	**Response to Comment #7**
7a I'm the owner of the Anglers' Covey building and the owner of Anglers' Covey. And I've invested my entire life savings into that project, and this highway will destroy everything. So obviously I'm fairly opposed to the whole idea.	**Response to Comment 7a:** CDOT is aware of your concern and has met with you several times regarding this issue. As you note, your property has been identified as a full acquisition under the Proposed Action to accommodate construction of an interchange at US 24 and 21st Street. Throughout the project, CDOT worked diligently to avoid and minimize impacts to both public and private property in the study area, however, implementation of the Proposed Action will require CDOT to acquire some properties. **Section 3.3, Right-of-Way**, of the US 24 West EA discusses how all property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by projects utilizing federal funds. All impacted owners will be provided notification of CDOT's intent to acquire an interest in their property, including a letter of just compensation specifically describing those property interests. CDOT will comply fully with the Uniform Act in compensating property owners the appraised fair market value of their property, including all improvements on the property, and the cost of relocation. Other benefits are available to businesses by the Uniform Act. A right-of-way specialist will be assigned to each property owner to assist in the process and to help identify comparable properties to the one being acquired. CDOT considers individual property owner needs (including zoning, parking, access, and location) in the relocation process. Your assigned CDOT right-of-way specialist will go over these benefits with you.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 7 **Name: Leinweber, David** ***Public Hearing (continued)***	**Response to Comment #7 (continued)**
There are a couple of things that I just don't think were considered. One is loss of property tax values. With all the displacement of commercial entities, there's going to be a considerable amount of property tax that's not going to be able to be collected. Also, the loss of sales tax revenues. I'm not sure why those things weren't really considered in this report so that we could have a real balanced look at what is going to be the loss. There's a lot of businesses that are going to just disappear, and so I'm really concerned about that.	**Response to Comment #7b:** The economic impacts of the Proposed Action are evaluated in **Section 3.7, Social Resources**, of the US 24 West EA. As you have noted, the relocation of businesses and homes (see **Section 3.3, Right-of-Way**, of the US 24 West EA) will have an effect on tax revenue. The study documented in *U.S. Highway 24 Alternatives Analysis (Manitou Springs to Interstate 25) Market and Socio-Economic Impacts*, which was prepared for the US 24 West EA, identified short-term declines of $521,000 annually in property tax collection and an estimated $1.2 million annually in sales tax revenues. However, these impacts would be offset in the longer term as the result of local development and redevelopment that would occur due to the increased accessibility of the study area. If the Proposed Action is implemented, the improved traffic operations would increase the geographic market area of the businesses within the study area, resulting in a net increase of approximately $3.7 million in sales taxes and $1.5 million in property taxes. The study projected a net increase of approximately 640 additional employees and more than 1,000 new residents in the study area. For more information on economic impacts of the Proposed Action, please refer to *U.S. Highway 24 Alternatives Analysis (Manitou Springs to Interstate 25) Market and Socio-Economic Impacts* in *Socioeconomic Resources Technical Memorandum* in **Appendix C** of the US 24 West EA.

7b

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 7 **Name: Leinweber, David** ***Public Hearing (continued)***	**Response to Comment #7 (continued)**
7c Finally, the last thing is that currently so that everyone knows, there is no stream flow guarantee below Safeway, and so at any time, they can turn Fountain Creek to zero. And so I'm not sure – and I think this project should look at that – that if this is going to be a river park that goes through there and you have no water, you might want to check into that.	**Response to Comment #7c:** CDOT is aware of this issue and has coordinated with Colorado Springs Utilities on various aspects of the project during the preparation of the US 24 West EA. The *Midland Greenway Plan* was funded by CDOT and developed by the Midland Greenway Advisory Committee, which included representatives from Colorado Springs Utilities. The Midland Greenway Advisory Committee provided technical expertise, support, and insight on how remnant right-of-way acquired for the Proposed Action could be used to develop a greenway along Fountain Creek. The greenway concept was recognized as an opportunity to provide community benefits related to recreation, water quality, flood risk reduction, and aesthetics. Although some elements of the *Midland Greenway Plan* (such as the reconstruction of bridges to allow clearance for pedestrian trails, channel modifications to carry the 100-year flood, and construction of the Midland Trail between 21st and 25th Streets) are included as mitigation for the Proposed Action, CDOT does not have jurisdiction over the regulation of stream flows in Fountain Creek, specifically as it relates to the pumping station at 33rd Street. CDOT will continue to coordinate with Colorado Springs Utilities during final design and construction of the Proposed Action.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 8 **Name: El Paso County Commissioner Sallie Clark** ***Public Hearing***	**Response to Comment #8**
First of all, I'm Commissioner Sallie Clark and I wanted to let you now that I've been involved in this project for a very long time, since it began.	
A couple of things I wanted to mention, and I don't know if Bob Stevens is still here, but he – I don't mean to pick on you, Bob, but you pick on me pretty frequently, so we'll trade.	
8a I wanted to mention that I did not say that the Round House was going to be eliminated. We were talking about two different things, about Anglers' Covey and the Round House, and somehow that just didn't quite make it out, communicated correctly.	**Response to Comment #8a** The former Midland Terminal Railroad Roundhouse is listed in the National Register of Historic Places. The project team recognizes the importance of this historic structure and has designed the project so that there is no physical change to the property. CDOT has designed the 21st Street interchange to meet the minimum clearance requirements (16.5 feet) needed for US 24 to cross over 21st Street in an effort to minimize the change in the visual setting. However, a change to the visual setting is still expected. The Colorado State Historic Preservation Officer determined that the Proposed Action would have no adverse effect on the former Midland Terminal Railroad Roundhouse. Effects to the former Midland Terminal Railroad Roundhouse are described in more detail in **Section 3.4, Historic Properties,** and in *Historic Resources Survey and Effect Determination* in **Appendix C** of the US 24 West EA.
Being that as it may, we heard tonight from CDOT that the Round House wouldn't be eliminated. My concern for the Round House is the fact that it would be in the shadow of an enormous interchange, and would make it essentially really usable as a beautiful historic building. We really do need to make sure we preserve that.	
8b I am also concerned about Anglers' Covey on the opposite side, and I think that maybe that the 21st Street interchange is overkill.	**Response to Comment #8b:** The Angler's Covey has been identified for full acquisition under the Proposed Action and would need to be relocated. As noted in **Exhibit 4-1** in this FONSI, the acquisition of all property interests will fully comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). Impacted owners will be provided notification of CDOT's intent to acquire an interest in their property, and a right-of-way specialist will be assigned to each property owner to assist in the process and to help identify comparable properties to the one being acquired. The Uniform Act assures fair and equitable treatment of property owners and persons displaced by projects using federal funds.
	An interchange is required at 21st Street and US 24 to reduce congestion and traffic delays occurring at the existing at-grade intersection. Alternative configurations were considered at 21st Street outside of the interchange option, but none of the signalized design options could provide an adequate reduction in congestion and delays, as required by city standards. Since the interchange will provide for uninterrupted traffic flow for the through movements on US 24, the through volume on 21st Street will experience less delay and bottlenecks will be reduced on 21st Street. Additional information about the traffic analysis is included in *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 8 **Name: El Paso County Commissioner Sallie Clark** ***Public Hearing (continued)***	**Response to Comment #8 (continued)**
8c A couple of items I wanted to bring out, I think that it's important, too, to note, I heard the comment about Ridge Road, and I think that's a really valid comment. Jerry Heimlicher and I, when he was on City Council, we had talked about lift ramps and the ability to get Red Rock Canyon from Highway 24, and not having to be routed over to – off of 31st onto Colorado, and I think that we need to re-explore that, because I think that that would make it much easier to get in and out of Red Rock Canyon, but also create some great safety provisions. But to dump all that traffic onto Colorado Avenue, I don't think, is in the best interest of the neighborhood or essentially those who utilize Red Rock Canyon. So I hope that we can continue to work on that.	**Response to Comment #8c:** CDOT considered a variety of design options for this intersection, including construction of an interchange (as you suggested in your comment), an overpass, and maintaining the existing, at-grade signalized intersection. The Executive Leadership Team, composed of individuals representing FHWA, CDOT, the City of Colorado Springs, the City of Manitou Springs, Colorado Springs City Council, Manitou Springs City Council, El Paso County Commissioners, Colorado Springs Utilities, and PPACG, selected the overpass option based on public input and support, enhanced pedestrian and bicycle access to Red Rock Canyon Open Space, and the low projected 2035 traffic volumes. Traffic projections are too low to justify the construction cost of the ramps and earthwork associated with an interchange at Ridge Road, and an overpass provides safer access than an at-grade signalized intersection. Because 21st Street and 31st Street are important regional connections, the Proposed Action would maintain access through the construction of interchanges at these locations, and an overpass is proposed for Ridge Road. An overpass at Ridge Road would improve traffic flow on US 24 and provide safer access than an at-grade signalized intersection. The overpass at Ridge Road creates a more circuitous route for accessing the residential neighborhoods, but the traffic that would be rerouted by this change in access can be effectively accommodated on 31st Street, Manitou Avenue, and Colorado Avenue and would give more exposure to businesses. In addition to improving mobility and safety on US 24 for vehicular traffic, constructing US 24 as an overpass over Ridge Road will allow non-motorized users to access Red Rock Canyon Open Space from the Midland Trail or Colorado Avenue without having to cross US 24 at-grade. Ramps providing direct access to Ridge Road from US 24 are not precluded by the project and, if desired, could be built by local municipalities in the future as noted in **Section 2.6, Options not Precluded by the Proposed Action**, of the US 24 West EA. CDOT will provide signage to direct motorists to the new access point for Red Rock Canyon Open Space.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 8 **Name: El Paso County Commissioner Sallie Clark** ***Public Hearing (continued)***	**Response to Comment #8 (continued)**
8d Noise mitigation, big concern. If you build more noise walls, the noise goes up and out instead of looking at – continuing to look at berms and where we can do that, and noise mitigation that actually absorbs sound versus just deflects it to other places.	**Response to Comment #8d:** CDOT did consider noise barriers and earthen berms at traffic noise impacted locations. Earthen berms generally occupy more space than a wall type of barrier. Given the urban character of the project area and the constrained right-of-way, noise barriers were determined to be a more feasible design option. A noise barrier must be tall enough and long enough to block the view of a highway from the area that is to be protected, the "receiver." Noise barriers are most effective for the first one or two rows of homes at distances up to 200 to 300 feet from the barrier. It is important to note that barriers are not designed to eliminate or block all noise. In practice, they reduce the sound from a highway by absorbing the sound, transmitting it, reflecting it back across the highway, or forcing it to take a longer path over and around the barrier. Effective noise barriers can noticeably reduce noise by 5 to 15 A-weighted decibels. To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense. All noise barrier material types are equally effective, acoustically, if they have this density. Benefitted receptors - those locations predicted to experience a 5 A-weighted decibel or greater noise reduction from construction of a noise barrier - will be surveyed prior to construction to assess the desire for the mitigation by benefitted property owners and residents. Design of this noise wall will be refined during final engineering design, including materials used to construct the wall, access, and maintenance considerations. Residents will have an opportunity to review the design of the noise wall, and aesthetics will be consistent with the *Corridor Aesthetic Guidelines* included in **Appendix F** of the US 24 West EA. Refer to **Chapter 4, Impacts, Mitigation Measures, and Permit Requirements,** of this FONSI for the list of noise impacts and mitigations in **Exhibit 4-1**.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 8 **Name: El Paso County Commissioner Sallie Clark** ***Public Hearing (continued)***	**Response to Comment #8 (continued)**
8e I'd like to hear a little bit more about the time line and the process of where you all can continue to participate in this; and I wanted to wage my thanks as well to Council of Neighbors and Organizations, previously Jan Doran, now Dave Munger, and all that work that they did in trying to shepherd this through this very long process; as well as our Organization of West Side Neighbors.	**Response to Comment #8e:** CDOT will continue to work with Pikes Peak Area Council of Governments to implement the project as part of the ongoing regional transportation planning process. CDOT will also continue to coordinate with the staff from City of Colorado Springs, El Paso County, and their advisory committees as the project moves into final design and construction. **Section 2.5, Project Implementation,** of the US 24 West EA discusses the funding and phased implementation of the project. CDOT will continue to provide information to the public about the project during final design and construction phases. As noted above in **Response to Comment #8d**, CDOT is committed to involving the public in noise wall design. Additionally, CDOT will coordinate with the community and the Colorado Springs Parks, Recreation & Cultural Services Department to identify a location where the Prospector Sculpture at the 21st Street pocket park could be relocated.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 8 **Name: El Paso County Commissioner Sallie Clark** ***Public Hearing (continued)***	**Response to Comment #8 (continued)**
We have – this is a real magnitude of improvements, and I think that there is give and take in this project. I don't think we're done yet. I know we're not done yet. 8f I know that we, first of all, don't have the money that the state – we're, first of all, trying to get I-25 and Cimarron interchange done first to see what kind of impact I has on the traffic flow – those of us that travel that all the time – to really prioritize what's the most important to the least important, and to have the least impact on the neighborhood, and bring us together rather than divide us more.	**Response to Comment #8f:** The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor and construction is expected to begin in 2014. Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented. The "Moving Forward Update" (2035 Regional Transportation Plan) adopted in January 2012 by PPACG assumes that the Proposed Action would be built in phases over several years as funding becomes available. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project. Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 8 **Name: El Paso County Commissioner Sallie Clark** ***Public Hearing (continued)***	**Response to Comment #8 (continued)**
8g Pedestrian overpasses were – also have been discussed for a long time. I know we were – we talked about that a long time ago, especially when it related to the development of Gold Hill Mesa, and potential for kids to cross – and we talked about schools – kids to cross across Highway 24.	**Response to Comment #8g:** As noted in **Section 2.4, Description of the Proposed Action**, of the US 24 West EA, to facilitate safe pedestrian crossing of US 24, sidewalks will be constructed along each of the US 24 cross streets, including Ridge Road, 31st Street, 26th Street, 21st Street, and 8th Street. During construction, closure or rerouting of existing sidewalks will be identified with adequate signage. The Proposed Action will accommodate the construction of a 25th Street pedestrian overpass as a project that could be built by others in the future, as noted in **Section 2.6, Options not Precluded by the Proposed Action**, of the US 24 West EA.
8h So I'm going to stop now 'cause I'm probably almost at my 5 minutes, but I appreciate you all being here tonight. We're not done yet. We're going to continue to move along this process, and I'm committed to being at the table, and being a very vocal voice for the neighborhood and for the residents of the west side. So thanks.	**Response to Comment # 8h:** Comment noted.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 9 **Name: Clark, Welling** ***Public Hearing***	**Response to Comment #9**
Comments that have been made have been made before, but I just have four questions I'd like to pose to CDOT, and I'm hoping that CDOT will commit to this.	
9a One, would CDOT commit to completing the highest priority project first? And that is I-25/Highway 24. That is the most complex interchange in the whole system in here, and from a simulating – from a simulation modeling standpoint, removing the complexity, the result could then be measure compared with data that has actually been calculated. That would give confidence or non-confidence to those results.	**Response to Comment #9a:** The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor and construction is expected to begin in 2014. Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented. The "Moving Forward Update" (2035 Regional Transportation Plan) adopted in January 2012 by Pikes Peak Area Council of Governments plan assumes that the Proposed Action would be built in phases over several years as funding becomes available. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project. Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.
9b If PPACG growth and traffic data changes, will CDOT re-evaluate the validity of some of the proposed projects? Where that comes in is the rapid growth of jobs in Manitou Springs between 2030 and 2035. A lot of that drives the overpass.	**Response to Comment #9b:** As noted in **Section 2.5, Project Implementation,** of the US 24 West EA, the Proposed Action will be implemented over time as funding becomes available for each construction package. The Pikes Peak Area Council of Governments will update travel forecasts as required by federal law every few years. All future projects will be reviewed for consistency with the US 24 West EA and updated planning efforts. The passage of time after an EA has received a FONSI could result in changed conditions such as growth and traffic data changes. To determine if the approved environmental document remains valid for future construction packages, CDOT will follow the requirements for a re-evaluation under 23 Code of Federal Regulations Part 771.129.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 9 **Name: Clark, Welling** ***Public Hearing (continued)***	**Response to Comment #9 (continued)**
9c On a traffic noise question, I noted that it said 29 residents will be affected, and in elevating it and raising that traffic to 50 miles an hour, let's just say the neighbors would have some concerns about that – the people that live there – but I think there's going to be more than that. But would CDOT commit to having a meeting with the residents prior to 11 July to go over the traffic noise studies and how the impacts were assessed, and what do the impacts mean? 'Cause that's the real key thing for them.	**Response to Comment #9c:** As explained in **Section 3.2.1** of this FONSI, US 24 now has a posted speed limit of 55 mph from 8th Street to 31st Street, and 50 mph between 31st Street and Manitou Avenue. A noise analysis was conducted to predict traffic noise levels at sensitive receptors throughout the entire project corridor. The *Supplement to the Noise Impact and Abatement Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA provides detailed graphics of all the modeled receptor locations throughout the corridor. As illustrated on the figures, one "receiver" was placed at each residence, business, park, and trail located within approximately 500 feet of US 24. Most of the residences located between 500 and 1,000 feet from US 24 and residences located adjacent to cross streets and along Colorado Avenue where improvements are proposed were modeled. Over the length of the entire corridor, a total of 29 residences and one daycare were determined to experience traffic noise impacts under the Proposed Action. Noise barriers are recommended at 11th Street to 14th Street, the A-1 Mobile Homes, and Red Canyon Place, west of Ridge Road. Benefitted receptors -- those locations predicted to experience a 5 A-weighted decibels or greater noise reduction from construction of a noise barrier -- will be surveyed prior to construction to assess the desire for the noise walls by benefitted property owners and residents. Design of this noise wall will be refined during final engineering design, including materials used to construct the wall, access, and maintenance considerations. Residents will have an opportunity to review the design of the noise wall, and aesthetics will be consistent with the *Corridor Aesthetic Guidelines* included in **Appendix F** of the US 24 West EA. Refer to **Chapter 4, Impacts, Mitigation Measures, and Permit Requirements**, of this FONSI for the list of noise impacts and mitigations in **Exhibit 4-1**. Although July 11th, 2012 signaled the end of the public comment period, CDOT remains open to answering questions about the traffic noise study. CDOT would be happy to schedule a meeting to discuss the study methodology and results at your convenience. For more information on noise guidelines, please visit CDOT's website (www.coloradodot.info/) and refer to the document titled "Colorado Department of Transportation Noise Analysis and Abatement Guidelines," February 8, 2013.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 9 **Name: Clark, Welling** ***Public Hearing (continued)***	**Response to Comment #9 (continued)**
9d The last question I have is would CDOT agree to do the – there are some projects that we agreed upon – I-25 is a mess; Eighth Street is a mess; the interchanges at 26th and 31st Street – will CDOT commit to working together on the common ground that we have to do those projects, and then look at the more tested projects later on from the standpoint of building trust and verifying and validating the data with actual results?	**Response to Comment #9d:** As noted in **Section 2.5, Project Implementation**, of the US 24 West EA, the Proposed Action will be implemented over time as funding becomes available for each construction package. Future funding availability will play a large role in determining which construction packages will be implemented and when they will be constructed. To determine if the approved environmental document remains valid for future construction packages, FHWA and CDOT will follow the requirements for a re-evaluation under 23 Code of Federal Regulations Part 771.129, taking into consideration how much time has passed and how much existing conditions have changed. Prioritization and implementation of future phases will continue to follow the federal transportation planning process.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 10 **Name: Fenimore, Jim** ***Public Hearing***	**Response to Comment #10**
I, myself have been involved with the project for quite a few years. I've not been around in town much, but prior to that, I was involved quite heavily.	
10a Number one is, I raised some of the statement that have been made earlier that this is our bottle neck right here (indicating). This is where it starts. I feel like the project ought to be started here (indicating).	**Response to Comment #10a:** CDOT assumes from your comment that you pointed to 8th Street to indicate where the project starts. To clarify, the project limits begin at I-25, not 8th Street. The eastern project limits were established to address current and projected future travel volumes along US 24. US 24 is heavily used by local travelers because it connects to I-25 and allows faster travel into downtown than Colorado Avenue. Existing average daily traffic on US 24 is highest between I-25 and 8th Street, with approximately 50,300 vehicles. By 2035, average daily traffic is forecasted to rise to more than 71,000 average daily traffic between I-25 and 8th Street. Congestion at the exit ramps from I-25 onto US 24 presently causes northbound and southbound traffic to back up onto the mainline of I-25. These backups are a safety concern; the differences in speed on I-25 can potentially lead to high severity rear-end accidents. As a solution, CDOT proposes to build a single-point diamond interchange with a loop ramp for eastbound-to northbound travel at US 24 and I-25, which is more operationally efficient than the existing tight diamond interchange, given the high traffic volumes.
It's also a danger point. The reason I haven't been in town much the last few years is I've started driving a truck, so I've been on the road. And I travel this quite a bit going back and forth to the auctions for the transport of cars.	
This is a real dangerous intersect – part of I-25. There's always semis getting turned over here. So for safety, and also the bottle neck, we need to start at I-25, seek federal funds; and we can also build this in sections, portions if we get the money.	
10b The way this is designed, we take and work our way back, and we get Eighth Street taken care of, that's going to take care of a lot of it for the next couple years as far as traffic being backed up in this area, plus safety.	**Response to Comment #10b:** The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor and construction is expected to begin in 2014. Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented. The "Moving Forward Update" (2035 Regional Transportation Plan) adopted in January 2012 by the Pikes Peak Area Council of Governments assumes that the Proposed Action would be built in phases over several years as funding becomes available. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project. Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.
So you know, that's a concern of mine is we start at the most important part of the project. You know, we need to make a priority on that.	

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 10 **Name: Fenimore, Jim** ***Public Hearing (continued)***	**Response to Comment #10 (continued)**
10c And also as far as the noise, a big part of my interest initially was the noise because of – I live down here off of basically I-25 and Bijou. We do have a concrete wall down there, but I can tell you, it doesn't stop the noise. So what we need to do is we need to do mitigation as far as trees, plants, shrubs, berms, things that absorb the noise, not ricochet it off the wall back and forth down the road. So that's the big thing that we need to consider.	**Response to Comment #10c:** Noise barriers do not completely block all traffic noise. In practice, some of the sound is diffracted over the barrier, some is reflected to points other than the impacted property, some is scattered and/or absorbed by ground coverings and other terrain, and some is blocked by the presence of other vehicles on the highway. The overall noise increase is normally limited to 1-2 decibels. This is not generally a perceptible increase to the human ear, but the character of the noise may seem to change, which is what is usually noticed. CDOT did consider noise barriers and earthen berms at traffic noise impacted locations. However, given the urban character of the project area and the constrained right-of-way, noise barriers were determined to be a more feasible design option. Noise barriers reduce the sound which enters a community from a busy highway by absorbing the sound, transmitting it, reflecting it back across the highway, or forcing it to take a longer path over and around the barrier. To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense (at least 20 kilograms/square meter). All noise barrier material types are equally effective, acoustically, if they have this density. Absorptive material would lessen the need to deflect sound waves. Vegetation does not decrease noise levels. Although trees and shrubs can be dense enough to block the view of the highway, they are not dense enough to diminish the volume of noise passing through it. Vegetation only provides the perception of lower noise. Benefitted receptors, those locations predicted to experience a 5 A-weighted decibels or greater noise reduction from construction of a noise barrier, will be surveyed prior to construction to assess the desire for the mitigation by benefitted property owners and residents. Design of this noise wall will be refined during final engineering design, including materials used to construct the wall, access, and maintenance considerations. Residents will have an opportunity to review the design of the noise wall, and aesthetics will be consistent with the *Corridor Aesthetic Guidelines* included in **Appendix F** of the US 24 West EA.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 10 **Name: Fenimore, Jim** ***Public Hearing (continued)***	**Response to Comment #10 (continued)**
10d Plus this is the gateway to our city. This is a gateway going up to the mountains. I think we need to take and promote to the people that come to visit our town that we have a nice city, so we make it look more like a parkway, it's more appeasing to the eye. It also helps the west side. It's going to help our property values, also, 'cause we don't want to lose our property values over here. That's a big concern.	**Response to Comment #10d:** Aesthetic guidelines have been prepared for US 24 as **Appendix F** of the US 24 EA, which specifically address the aesthetics of US 24 improvements. One of the goals of the aesthetic guidelines is to provide guidance in developing a hierarchy of gateways for future designers. These gateways include regional gateway treatments at the I-25/US 24 interchange and the US 24/Manitou Avenue interchange. These interchanges are to serve as gateways to the City of Colorado Springs and the mountains. A community gateway is identified for the US 24/21st Street interchange and the Old Colorado City gateway will be developed at the US 24/26th Street intersection. Neighborhood gateways are also identified for the US 24/31st Street intersection, the US 24/15th Street overpass, and the US 24/8th Street interchange. Guidance on gateway treatments for all the different gateways is provided in both written and graphic form **in Appendix F of the US 24 West EA**.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 10 **Name: Fenimore, Jim** ***Public Hearing (continued)***	**Response to Comment #10 (continued)**
10e Pedestrian crossovers is a big one. This highway goes right through the west side. It makes a big division. We have people on the south side that have a hard time getting over here (indicating). I think our businesses would do better in Old Colorado City if we made it easier for the people that live on the south side of the highway to get over here, and vice versa, to the businesses that are over here. So we need to work on crossovers for pedestrians and for kids so it's safe.	**Response to Comment #10e:** As noted in **Section 2.4, Description of the Proposed Action**, of the US 24 West EA, to facilitate safe pedestrian crossing of US 24, sidewalks will be constructed along each of the US 24 cross streets, including Ridge Road, 31st Street, 26th Street, 21st Street, and 8th Street. During construction, closure or rerouting of existing sidewalks will be identified with adequate signage. The Proposed Action will accommodate construction of a 25th Street pedestrian overpass as a project that could be built by others in the future, as noted in **Section 2.6, Options not Precluded by the Proposed Action**, of the US 24 West EA.
10f There's fences that are cut down through here where the kids cross through and, you know, just a matter of time of getting run over and getting hurt or killed. So we need to take that into consideration for safety also, and helping our business that are getting relocated. I hate to see any business get relocated but it's like the Anglers' Covey property. When I came to Colorado Springs back in 2001, my dada and I looked at buying that property for investment. At that time, we knew that that intersection, at one time, was going to get redeveloped. So when you invest money into properties, just like the Auto Zone or Advanced Auto, you're gambling on what you're – if you're going to get your money back out of it, so you can't be griping if you throw your money into it. Also Bob Willard's putting in a shopping center area – at least that was the last time I knew – so there's going to be – where these businesses are getting moved, there will be opportunity over in Bob Willard's development, along with this – there's other places we can help the businesses relocate and still help our side of the west side. Unfortunately, we don't have enough shopping centers, but hopefully Bob will help us out on that. So that's my main concerns.	**Response to Comment #10f:** As you have noted, implementation of the Proposed Action would require the relocation of 64 businesses. **Section 3.3, Right-of-Way,** of the US 24 West EA discusses the comparable commercial properties survey conducted in 2008 as part of the US 24 West EA. This survey indicated that 13 comparable properties were available in the immediate study area, with an additional 18 available in a 10-mile radius. Because the project would likely be completed in individual packages due to funding constraints, the purchase of properties would also occur over multiple years based on these packages and would allow additional time for comparable properties to be located. Thus, CDOT expects that all businesses relocated by the project will be able to relocate within a 10-mile radius of the project. Additionally, the proposed interchange at US 24 and 21st Street will facilitate access to the Gold Hill Mesa property on the south side of US 24 and will not preclude commercial development in this area. **Section 3.3, Right-of-Way,** of the US 24 West EA discusses how all property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. After consideration of stakeholder input, CDOT determined that the Proposed Action balances the needs of both local and regional travelers by reducing congestion, improving mobility for local and regional trips, and maintaining connectivity to the multiple destinations along US 24.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 11 **Name: Koerner, Bill** ***Public Hearing***	**Response to Comment #11**
I represented Manitou Springs, or was one of the representatives throughout this process – I was part of their technical team – and have been with this whole thing from the very beginning.	
And I think from where we've started, it's a – we're ending up, at this point, with a marvelous result for anybody who lives on the west side. (11a)	**Response to Comment #11a:** Comment noted.
Yes, it's a balance between a lot of issues, but I think the project team should be complimented for the amount of energy and work that they've put in to get where they've gotten to, because it's – clearly there are some issues that need further discussion, from the comments that were made tonight. I'll even make a couple of those myself. But overall it's a great plan.	
We all know what the traffic congestion does when things back up. We've all sat through the waits of 21st Street with the left turn. And so addressing this whole corridor as a big project with three separate pieces might be a very good way to look at it.	**Response to Comment #11b:** The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor and construction is expected to begin in 2014. Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented. The "Moving Forward Update" (2035 Regional Transportation Plan) adopted in January 2012 by PPACG assumes that the Proposed Action would be built in phases over several years as funding becomes available. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project.
And yes, you start with the U.S. 24/I-25 interchange and basically work west. I think another component of this certainly is what happens with what we call no man's land, which has been a consistent issue over the years. It's been a divider between Old Colorado City and Manitou Springs. (11b)	Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project. CDOT is aware that local municipalities are studying the area known as "No Man's Land", which is defined as the area outside Manitou Springs and Colorado Springs on Colorado Avenue and in the jurisdiction of El Paso County. CDOT will take into consideration the results of planning studies for "No Man's Land" and coordinate with local municipalities when determining the priority for future improvements on US 24.
We need to work together and make sure this project really comes off as a real benefit for all of us, and I think it will.	**Response to Comment #11c:** Comment noted. Please see the *Corridor Aesthetic Guidelines* in **Appendix F** of the US 24 West EA to read about how this document will direct final design elements of the Proposed Action.
A couple of details: I also work for the Trails and Open Space Coalition. I'm really glad to see this greenway plan, this corridor. Making the waters alive and available as a – as an amenity for all communities is very important. (11c)	

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 11 **Name: Koerner, Bill** ***Public Hearing (continued)***	**Response to Comment #11 (continued)**
And the comment was made by the gentleman from Anglers' Covey that the water has shut off in the past, and that's very true. The 31st- 33rd Street pumping station can dry out the creek, and did during the drought in 2002-2004. One of the things we've really gotta look at is talking with Colorado Springs Utilities and making sure they don't dry out this creek any more. 11d We faced the same problem in Manitou Springs. We came to a solution, kept water in Ruxton Creek. There's no reason why we can't do this with Fountain Creek so it doesn't turn into a big mud pit; and basically that's what can happen. We're talking about fish habitat; we're talking about water amenities for everybody to enjoy, sedimentation and water cleaning ponds. These all need to work, and you need water flow to be able to do it. So I would strongly urge the project team to talk to CSU about this particular issue.	**Response to Comment #11d:** CDOT does not have jurisdiction over the regulation of stream flows in Fountain Creek, specifically as it relates to the pumping station at 33rd Street. CDOT is aware of the potential for reduction in stream flows caused by the pumping station at 33rd Street and has coordinated with Colorado Springs Utilities on various aspects of the project, including this aspect, during the preparation of the US 24 West EA. As discussed in **Section 3.5, Parks, Trails, and Recreation Resources**, the plan described in *Midland Greenway Plan* was funded by CDOT and developed by the Midland Greenway Advisory Committee, which included representatives from Colorado Springs Utilities. The Midland Greenway Advisory Committee provided technical expertise, support, and insight on how remnant right-of-way acquired for the Proposed Action could be used to develop a greenway along Fountain Creek. The greenway concept, which is heavily centered around Fountain Creek as an amenity, was recognized as an opportunity to provide community benefits related to recreation, water quality, flood risk reduction, and aesthetics. CDOT will continue to coordinate with Colorado Springs Utilities during final design and construction of the Proposed Action should the planned stream flow for Fountain Creek change from the conditions evaluated in the US 24 West EA.
11e I guess the only other thing I could say is I think it's going to be a real boon for economic development. Getting traffic to flow evenly, getting people liking to come to a place, and having it look really good is just a wonderful thing. We've been able to do that in Manitou Springs. If you haven't been there lately, to look. We've got tons of people; businesses are doing well. It's quite a remarkable turnaround from what existing 30 years ago when I arrived in this community. So I think this whole project can do a very similar thing for this entire corridor, and I – again, I thank the project engineers.	**Response to Comment #11e:** Comment noted.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 12 **Name: Schorsch, Suzanne** **Colorado Springs, CO 80921** ***Website***	**Response to Comment #12**
12 Please do not widen US 24 in any manner that would destroy the historic roundhouse of the midland railroad or the Ghost Town museum!!!! We have lost too many historic treasures in the Colorado Springs area in the name of "progress" which really only hurts the area as we "look" no different than any other city. We must hold on to those things that give Colorado Springs its unique historic feel. If you want a by pass, that is exactly what you will get. Tourist will bypass Colorado Springs and Old Colorado City to head to other destinations!	The Proposed Action would not remove the former Midland Terminal Railroad Roundhouse or Ghost Town Museum (400 South 21st Street). The project team recognizes the importance of the former Midland Terminal Railroad Roundhouse and Ghost Town Museum (400 South 21st Street) properties and has designed the project so that there is no physical change to either property. Please see **Section 3.4, Historic Properties** and *Historic Resources Survey and Effect Determination* in **Appendix C** of the US 24 West EA for more details on the project's impacts to these historic properties.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 13 **Name: Kallaus, Donald** **Colorado Springs, CO 80907** ***Website***	**Response to Comment #13**
13 The Historic Midland Railway Roundhouse is an integral part of the unique history that makes up Old Colorado City/Colorado Springs westside. An irreplaceable asset. Its beautiful renovation ensures its place, not only as an important asset, but a place of social gathering much vital to not just the westside, but to the overall community, region and state.	The Proposed Action would not remove the former Midland Terminal Railroad Roundhouse. See **Section 3.4, Historic Properties** and *Historic Resources Survey and Effect Determination* in **Appendix C** of the US 24 West EA for more details on the project's impacts to historic properties.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 14 **Name: Koerner, Bill** **Colorado Springs, CO 80905** ***Website***	**Response to Comment #14**
14 Will the US 24 flyover design at Ridge Road include a trail connection both north to the Midland Trail and South to Red Rock Canyon Open Space? I expect that Ridge would accommodate this trail connection per previous discussions but want assurance that it is in the design.	As illustrated in **Exhibit 3-9** of the US 24 West EA, the Midland Trail will be connected to the Red Rock Canyon Open Space via a trail along Ridge Road under US 24.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 15 **Name: Hughes, David** **Colorado Springs, CO 80904** ***Website***	**Response to Comment #15**
Under ANY and ALL proposed changed DO NOT EVEN THINK ABOUT removing the original, historic, Midland Railroad Round House on the South West corner of existing 21st Street. Nor should there be a vehicle Overpass built between the south and north sides of 21st Street at that same location That extensively (and very costly) redeveloped Round House, connected on the same tract of land to the ONLY Museum,(Ghost Town Museum) that is readily tourist-accessible off US 24 with ample parking between the Round House and the Museum, built out of the original large Railroad Yard buildings. Those two structures - the Round House and Ghost Town Museum (which has large stagecoach sized items which CANNOT be fit into smaller buildings) are inextricably linked to the Old Colorado City National Historic district (with 100 smaller commercial buildings) between 24th and 27th Streets on Colorado Avenue.	**Response to Comment #15a:** The Proposed Action will not remove or relocate the former Midland Terminal Railroad Roundhouse or Ghost Town Museum (400 South 21st Street). The project team recognizes the importance of the former Midland Terminal Railroad Roundhouse and Ghost Town Museum properties and has designed the project so that there is no physical change either property. Please see **Section 3.4, Historic Properties** and *Historic Resources Survey and Effect Determination* in **Appendix C** of the US 24 West EA for more details on the project's impacts to these historic properties.

15a

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 15 **Name: Hughes, David** **Colorado Springs, CO 80904** ***Website (continued)***	**Response to Comment #15 (continued)**
The proposed widening of all US 24 (which sits, actually, on the original Midland Railroad track bed) all in the worship[sic] of accommodating automobile traffic the largest portion of which is just local - from Woodland Park to Manitou - daily business traffic, flies in tha [sic] face of national and state efforts to REDUCE car traffic in our looming energy reducing nation. Already your plans will destroy large number of businesses adjacent to the Midland Expressway - which have served (business and employment) for the lower income Westside of Colorado Springs) since 1963 when you FIRST built the expressway. 15b The entire Midland Corridor project will be, in any case, destructive and NOT supportive of the Westside Colorado Springs economy. To further destroy, only for the purpose of reducing by a few minutes the pass-through traffic times on the Midland Expressway segment of US 24, by destruction of the tourist-attracting Round House and the inevitable closure of the Ghost Town Museum is BAD PUBLIC POLICY.	**Response to Comment #15b:** The purpose of the Proposed Action, as defined in **Chapter 1, Purpose and Need,** of the US 24 West EA, is to (1) reduce congestion problems for travelers today and through the year 2035, (2) improve mobility for local trips within the US 24 corridor and regional trips through the US 24 corridor, and (3) improve connectivity to the multiple destinations accessible from the US 24 corridor. As is detailed in **Section 3.1.1, Traffic Conditions,** of the US 24 West EA, some segments of US 24 are not currently congested. However, without improvements to US 24, traffic is projected to increase on average 65 percent by 2035, even with efforts to reduce vehicle traffic as you note. Implementation of the Proposed Action would provide additional capacity and improve traffic flow on US 24 over projected No Action Alternative conditions. The Proposed Action will not remove or relocate the former Midland Terminal Railroad Roundhouse or Ghost Town Museum (400 South 21st Street). However, the Proposed Action would require the acquisition and relocation of some business properties. To understand how this could impact the community, CDOT conducted an economic study, *U.S. Highway 24 Alternatives Analysis (Manitou Springs to Interstate 25) Market and Socio-Economic Impacts*, which can be found in the *Socioeconomic Resources Technical Memorandum* in **Appendix C** of the US 24 West EA. The analysis indicated that much of the economic activity from the businesses that will be acquired is for goods and services that meet the demand for the surrounding market area. The study concluded that these businesses would likely be able to relocate within the study area. Therefore, the net impact to the local economy would be from only those displaced businesses that do not relocate nearby.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 16 **Name: Giacolono, Robert** **Colorado Springs, CO 80908** ***Website***	**Response to Comment #16**
16a From what I see I like the Proposed Action Map. I am surprised that 31st and 26th street intersections are at-grade, but I understand that some WestSiders did not want US 24 to turn into an expressway though their neighborhoods.	**Response to Comment 16a:** As described in **Chapter 2, Alternatives,** of the US 24 West EA, the Proposed Action includes the construction of interchanges at the 8th Street and 21st Street intersections. The interchanges will provide for uninterrupted traffic flow for the through movements on US 24. The next two cross streets west of 21st Street (26th Street and 31st Street) are proposed to intersect US 24 at grade with signalized intersections. The traffic volumes on these cross streets are not forecasted to be as high as on 8th Street and 21st Street (specific volume information is contained in *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA). Thus, the lower total volume moving through these intersections does not suggest the need to construct an interchange.
16b My comment is that I hope construction on the 8th St. and I25 portion of this plan could be started earlier than the rest of the project if there are not enough funds for the entire project. The interchange at I25 and Cimarron (US 24) is dangerous and needs to be modified as soon as possible. Fixing the I-25 interchange should be a top priority.	**Response to Comment #16b:** The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor and construction is expected to begin in 2014. Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented. The "Moving Forward Update" (2035 Regional Transportation Plan) adopted in January 2012 by PPACG assumes that the Proposed Action would be built in phases over several years as funding becomes available. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project. Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 17 **Name: Heim, Werner** **Colorado Springs, CO 80905** ***Website***	**Response to Comment #17**
17a Maps with more detail are needed on this web page for the major intersections, e.g. I-25/US 24, Eighth Street/US 24, etc.	**Response to Comment #17a:** Detailed maps are included in **Appendix A** of the US 24 West EA. The document is available for public review on the project website (http://www.coloradodot.info/projects/us24west) and at the CDOT Office located at 1480 Quail Lake Loop, Suite A, Colorado Springs, Colorado, 80906.
17b Eventually, an Interstate road will be needed from a junction with I-70 near Limon to one with I-70 near Grand Junction and passing through Colorado Springs. Therefore, US 24 should be rebuilt to meet Interstate standards for eventual incorporation into this new Interstate road.	**Response to Comment #17b:** CDOT does not have any plans to create a new interstate, as you have described in your comment. A freeway (described in the US 24 West EA as the US 24 Freeway Alternative) was considered during the alternatives development step and was designed to meet interstate standards. The US 24 Freeway Alternative included a freeway with four through-lanes in each direction and interchanges at I-25, 8th Street, 21st Street, 31st Street, and Manitou Avenue. In addition, the roadway itself would be 72 to 96 feet wide, consistent with freeway standards. The US 24 Freeway Alternative was discontinued from further analysis and consideration because it did not adequately address the purpose and need of this project. It did not provide the connectivity needed by local travelers, was not consistent with the surrounding neighborhood context, and generally lacked community support. See **Chapter 2, Alternatives**, of the US 24 West EA for more information on screening of alternatives.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 18 **Name: Luggie, Robert** **Manitou Springs, CO 80829** ***Website***	**Response to Comment #18**
18a I support the midland expressway option. My wife and I travel U.S. 24 quite often and are frustrated by the poor traffic flow and poorly timed stop lights at the intersections. We have found that, if traveling to downtown Colorado Springs, we can reach our destination just as quickly by taking Colorado Avenue despite that fact that the speed limit on 24 is almost twice as high. But despite this frustration, I think we are most excited about the possibility of an overpass at Ridge Road.	**Response to Comment #18a:** Comment noted. As you have stated and as is described in the US 24 West EA, some segments of US 24 are currently congested, resulting in backups and travel delays. Without improvements to US 24, traffic is projected to increase on average 65 percent by 2035. Implementation of the Proposed Action would provide additional capacity and improve traffic flow on US 24 over projected No Action Alternative conditions.
18b We often hike down through RRCOS to travel by foot to Old Colorado City, and we have been wishing there was a safe way to cross 24 on foot. In fact, I think the No Action Proposal should include such a remedy. When I was growing up in Montana, the state dug tunnels under Hwy 93 for wildlife to safely cross the road. Something like this with a hiking/biking trail would be great.	**Response to Comment #18b:** CDOT acknowledges your desire for an underpass to be constructed at Ridge Road. The No Action Alternative was developed as a baseline condition against which to measure future impacts and benefits in comparison to the Proposed Action. The No Action Alternative does not meet the project's purpose and need. The No Action Alternative only includes future planned projects committed to be constructed and routine maintenance. As neither CDOT nor any local agencies have committed to constructing a pedestrian crossing across US 24 near Red Rocks Canyon Open Space, the No Action Alternative does not include any such proposed improvements. The Proposed Action will construct a grade-separated crossing of US 24 at Ridge Road, as you recommend in your comment. Additionally, the Proposed Action will construct sidewalks on both sides of Ridge Road, as it crosses under US 24. This grade separation will allow pedestrians a safe way to cross US 24. Additionally, to facilitate pedestrian travel across US 24, sidewalks will be constructed along the rest of the US 24 cross streets, including 31st Street, 26th Street, 21st Street, and 8th Street. While the Ridge Road undercrossing is not specifically designed as a wildlife crossing, CDOT will work with Colorado Parks and Wildlife to study deer collisions on US 24 and evaluate appropriate, cost-effective mitigation in the corridor.

EXHIBIT 5-4

Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 19 **Name: Gartner, Thomas** **Colorado Springs, CO 80904** ***Website***	**Response to Comment #19**
19a I would like to see all traffic lights removed or mitigated. Hwy 24 should be a bypass road with minimum traffic lights for ease in getting to the mountains.	**Response to Comment #19a:** A freeway alternative (described in **Section 2.1.3, Step Three: Refine Potential Solutions to Become Alternatives,** of the US 24 West EA) that would have removed signalized intersections in the project area was considered during the alternatives development step. The US 24 Freeway Alternative was discontinued from further analysis and consideration because it did not provide the connectivity needed by local travelers, was not consistent with the surrounding neighborhood context and, therefore, generally lacked community support. The Proposed Action best balances the needs of both local and regional travelers and meets the project purpose and need. See **Chapter 2, Alternatives,** of the US 24 West EA for more information on screening of alternatives.
19b Also, what about light rail line along Hwy 24 for future transportation needs? Of course in-conjunction with Colorado Springs Transportation Plans. Thanks	**Response to Comment #19b:** In 2004, CDOT began working with FHWA, the Pikes Peak Area Council of Governments, El Paso County, the City of Colorado Springs, the City of Manitou Springs, and Mountain Metro Transit (a division of Colorado Springs government) to develop solutions to address the mobility issues on the 4-mile segment of US 24 in the study area. Light rail on US 24 was one of the mobility solutions considered. Further review of PPACG's *2035 Regional Transportation Plan* and *Mountain Metro Transit* plans indicated that US 24 West was not planned as a light rail corridor. In addition, a light rail system would provide only a minor reduction of traffic congestion on US 24, so the concept was eliminated during Step Two of the screening process, as described in **Chapter 2, Alternatives,** of the US 24 West EA.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 20 **Name: Robbins, P.J.** **Manitou Springs, CO 80829** ***Website***	**Response to Comment #20** Comment noted.
20 Have read the documents for proposed action and non-action, and I am in total agreement and support the "proposed action" plan to improve the traffic flow for this area for years to come...PJR	

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 21 **Name: Poe, Nancy** **Colorado Springs, CO 80904** ***Website***	**Response to Comment #21**
21a The proposed construction map is unreadable online. I am handicapped and not able to get to meeting.	**Response to Comment #21a** Copies of the Existing Condition and the Proposed Action maps were mailed to Ms. Poe on July 27, 2012.
21b My two properties in the address above, 901 and 907 West Cucharras will be directly affected by the proposed construction.	**Response to Comment #21b:** Your properties, located at 901 and 907 West Cucharras, are not identified for partial or total acquisition under the Proposed Action. Detailed right-of-way acquisition maps can be found in Attachment A to the *Supplement to the Right-of-Way Technical Memorandum* in **Appendix C** of the US 24 West EA. Although traffic noise is expected to increase at your property, the increase falls below the federal guidelines for impacted properties (described in **Section 3.6, Traffic Noise,** of the US 24 West EA). Although access from Limit Street to and from US 24 will change, your property is not expected to be directly affected by the Proposed Action.
21c The I-25 US West 24 interchange needs to be redone. The 8th street and 21st street and certainly not the Ridge Road intersections do not need to be redone. All you will do is to destroy tourism and land values west of Ridge Road all the way to Lake George by your construction and destroy residences that are impacted by the increased size of the intersection construction because of the increased noise and fumes. Additionally you will be wasting taxpayer dollars on construction that is not needed. Fix I-25 and US 24 West and leave it at that. There is no congestion at Ridge Road and 24. Period. 21st street works just fine and there is no congestion there either. The 8th street congestion is the result of the I-25 exchange. Why don't you fix just I-25 and then see what happens before committing our tax dollars to fix problems that don't exist. Why didn't you print a decent size map showing exactly what is proposed and put it in the Gazette so that people could see it instead of giving us a pastel and charcoal mess online or mandating that we go see it at the library. I can't climb the steps.	**Response to Comment #21c:** The purpose of the Proposed Action, as defined in **Chapter 1, Purpose and Need,** of the US 24 West EA, is to (1) reduce congestion problems for travelers today and through the year 2035, (2) improve mobility for local trips within the US 24 corridor and regional trips through the US 24 corridor, and (3) improve connectivity to the multiple destinations accessible from the US 24 corridor. Completing only the I-25/US 24 interchange improvements would not address mobility and connectivity elements of the Purpose and Need elsewhere in the corridor. A higher capacity interchange at the east end of the corridor (I-25) will release traffic to westbound US 24 at a higher rate, meaning more vehicles will travel westbound US 24 within a shorter time. A higher flow of vehicles will cause additional congestion at the downstream intersections of 8th Street, 21st Street, 26th Street, and 31st Street over the amount experienced today with the current I-25 interchange configuration. Even with the improvements to this interchange, improvements are still required to the rest of the US 24 mainline to improve operations and increase capacity at the intersections with 8th, 21st, 26th, and 31st Streets in order to distribute the traffic accessing westbound US 24 from the I-25 interchange.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

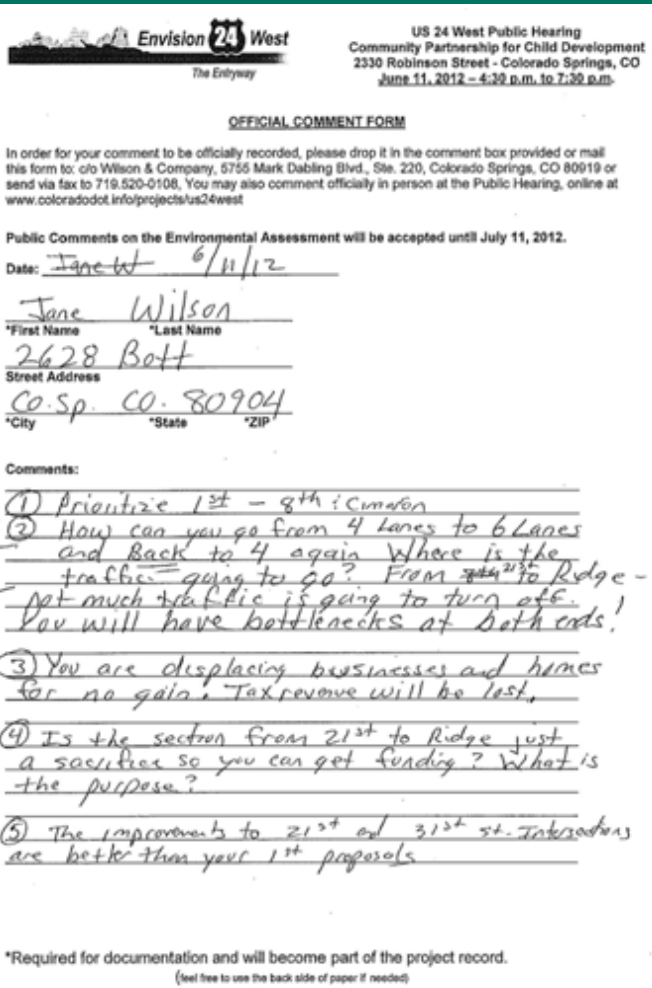
Comment		Response
Comment Number: 21	**Name: Poe, Nancy** **Colorado Springs, CO 80904** ***Website (continued)***	**Response to Comment #21 (continued)** **Response to Comment #21c (continued):** While you are correct that some segments of US 24 are not currently congested, as is detailed in **Section 3.1.1, Traffic Conditions,** of the US 24 West EA, without improvements to US 24, traffic is projected to increase on average 65 percent by 2035. Implementation of the Proposed Action would provide additional capacity and improve traffic flow on US 24 over projected No Action Alternative conditions. The intersection at 21st Street currently operates at Level of Service F in the morning peak hour with 89.3 seconds of average delay per vehicle. The higher volumes on 21st Street require more green light time and thereby reduce the amount of time available for the eastbound through movement. This also causes the westbound approach to operate at Level of Service E, which is below acceptable thresholds. Additional information on the traffic model is included in *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA. The acceptable Level of Service for a signalized intersection in the City of Colorado Springs is Level of Service D. As discussed in **Section 3.1.4, Impacts of the No Action Alternative,** of the US 24 EA, under the No Action Alternative (leaving 21st Street at an intersection), the highest Level of Service that can be achieved is Level of Service E. The Proposed Action interchange could achieve Level of Service C. Improvements to Ridge Road are necessary to address the mobility and subsequent safety problems as discussed in the US 24 West EA. The Proposed Action would remove direct access to Ridge Road by constructing US 24 as an overpass over Ridge Road. CDOT considered a variety of design options for this intersection, including construction of an interchange, an overpass, or maintaining the existing, at-grade signalized intersection. Future traffic projections indicate relatively low traffic volumes at Ridge Road by the year 2035. These traffic projections are too low to justify the construction cost of the ramps and earthwork associated with an interchange at Ridge Road. Because 21st Street and 31st Street are important regional connections, the Proposed Action would maintain access through the construction of interchanges at these locations, and an overpass is proposed for Ridge Road. An overpass at Ridge Road would improve traffic flow on US 24 and provides safer access than an at-grade signalized intersection.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment		Response
Comment Number: 21	**Name: Poe, Nancy** **Colorado Springs, CO 80904** ***Website (continued)***	**Response to Comment #21 (continued)** **Response to Comment #21c (continued):** The US 24 West EA evaluated noise, air quality, economic, and property impacts that would result from the Proposed Action and found that no significant impacts would occur, as documented in Section 7, Finding of No Significant Impact, in this FONSI. Regarding more readable maps, copies of the Existing Condition and the Proposed Action maps were mailed to Ms. Poe on July 27, 2012.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 22 **Name: Wilson, Jane** **Colorado Springs, CO 80904** ***Public Hearing***	**Response to Comment #22**



Envision 24 West
The Entryway

US 24 West Public Hearing
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2330 Robinson Street - Colorado Springs, CO
June 11, 2012 – 4:30 p.m. to 7:30 p.m.

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: Jane W 6/11/12

Jane Wilson
*First Name *Last Name

2628 Bott
Street Address

Co.Sp. CO. 80904
*City *State *ZIP

Comments:

22a ① Prioritize 1st – 8th : Cimaron

22b ② How can you go from 4 lanes to 6 Lanes and Back to 4 again Where is the traffic going to go? From 21st to Ridge - not much traffic is going to turn off. You will have bottlenecks at both ends! 2 miles?

③ You are displacing businesses and homes for no gain. Tax revenue will be lost.

④ Is the section from 21st to Ridge just a sacrifice so you can get funding? What is the purpose?

⑤ The improvements to 21st and 31st st. Intersections are better than your 1st proposals

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

Response to Comment #22a:

The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor and construction is expected to begin in 2014. Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented. The "Moving Forward Update" (2035 Regional Transportation Plan) adopted in January 2012 by the Pikes Peak Area Council of Governments assumes that the Proposed Action would be built in phases over several years as funding becomes available. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project.

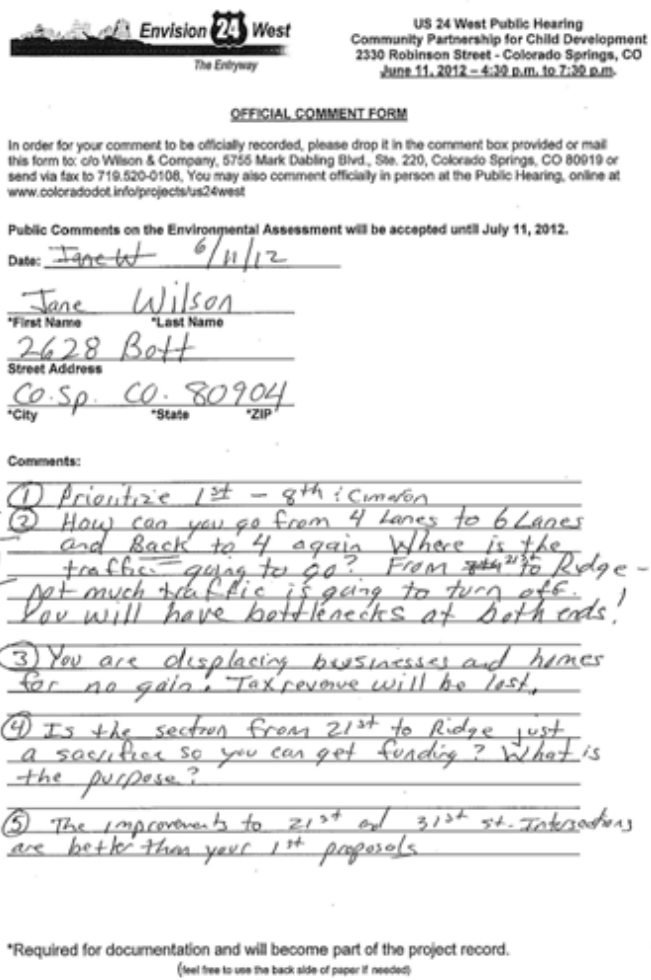
Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI

Response to Comment #22b:

The Proposed Action includes construction of interchanges at the 8th Street and 21st Street intersections. Interchanges allow for uninterrupted flow for through traffic on US 24. Without a signal to interrupt the traffic flow, two lanes can accommodate the forecasted traffic volumes for the through movements on US 24 between 8th Street and 21st Street. Intersections, which are proposed at the next two cross streets west of 21st Street (26th Street and 31st Street), do not allow uninterrupted traffic flow, and thus more through lanes are required to accommodate projected traffic. Although the design may seem counterintuitive, traffic models used for the project analysis show that the Proposed Action can accommodate the projected future traffic without creating bottlenecks.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 22 **Name: Wilson, Jane** **Colorado Springs, CO 80904** ***Public Hearing (continued)***	**Response to Comment #22 (continued)**



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Date: Jane W 6/11/12

Jane Wilson
*First Name *Last Name

2628 Bott
Street Address

Co.Sp. CO. 80904
*City *State *ZIP

Comments:

2 miles?

(1) Prioritize 1st – 8th ; Cimaron

(2) How can you go from 4 Lanes to 6 Lanes and Back to 4 again Where is the traffic going to go? From 21st to Ridge - not much traffic is going to turn off. You will have bottlenecks at both ends!

22c

(3) You are displacing businesses and homes for no gain. Tax revenue will be lost.

(4) Is the section from 21st to Ridge just a sacrifice so you can get funding? What is the purpose?

(5) The improvements to 21st and 31st St. Intersections are better than your 1st proposals

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

Response to Comment #22c:

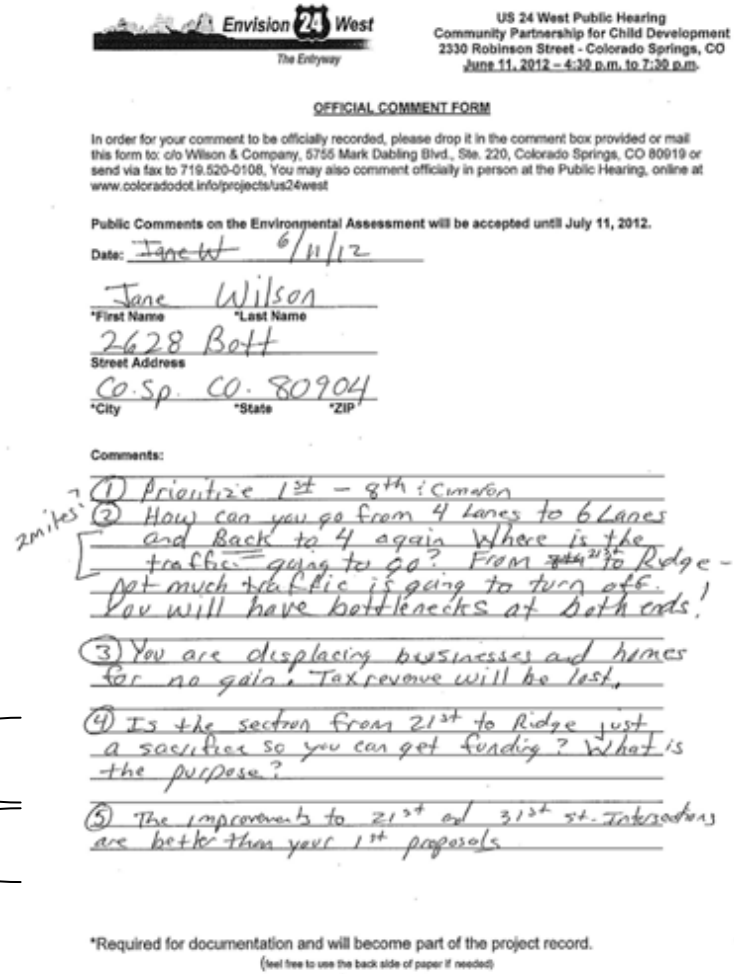
As you have noted, implementation of the Proposed Action would require the relocation of 64 businesses and 24 residences. **Section 3.3, Right of Way,** of the US 24 West EA discusses the survey of comparable commercial and residential properties, conducted in 2008 as part of the US 24 West EA. This survey indicated that 13 comparable commercial properties were available in the immediate study area, with an additional 18 available in a 10-mile radius. One comparable residential listing was found in the immediate study area, and 82 were found within a 10-mile radius. Because the project would likely be completed in individual packages due to funding constraints, the purchase of properties would also occur over multiple years based on these packages and would allow additional time for comparable housing to be located. Thus, CDOT expects that all businesses relocated by the project will be able to relocate within a 10-mile radius of the project.

The economic impacts of the Proposed Action are evaluated in **Section 3.7, Social Resources,** of the US 24 West EA. As you have noted, the relocation of businesses and homes will have an effect on tax revenue. The *U.S. Highway 24 Alternatives Analysis (Manitou Springs to Interstate 25) Market and Socio-Economic Impacts* study prepared for the US 24 West EA identified short term declines of $521,000 annually in property tax collection and an estimated $1.2 million annually in sales tax revenues.

However, these impacts would be offset in the longer term as the result of local development and redevelopment that would occur due to the increased accessibility of the study area. If the Proposed Action is implemented, the improved traffic operations would increase the geographic market area of the businesses within the study area, resulting in a net gain of approximately $3.7 million in sales taxes and $1.5 million in property taxes. The study projected a net gain of approximately 640 additional employees and more than 1,000 new residents in the study area. For more information on economic impacts of the Proposed Action, please refer to *U.S. Highway 24 Alternatives Analysis (Manitou Springs to Interstate 25) Market and Socio-Economic Impacts* in *Socioeconomic Resources Technical Memorandum* in **Appendix C** of the US 24 West EA.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 22 **Name: Wilson, Jane** **Colorado Springs, CO 80904** ***Public Hearing (continued)***	**Response to Comment #22 (continued)**



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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: ~~Jane W~~ 6/11/12

Jane Wilson
*First Name *Last Name

2628 Bott
Street Address

Co.Sp. CO. 80904
*City *State *ZIP

Comments:

2 miles?

(1) Prioritize 1st – 8th : Cimaron
(2) How can you go from 4 Lanes to 6 Lanes and Back to 4 again Where is the traffic going to go? From ~~Powers~~ 21st to Ridge - not much traffic is going to turn off. You will have bottlenecks at both ends!
(3) You are displacing businesses and homes for no gain. Tax revenue will be lost.
(4) Is the section from 21st to Ridge just a sacrifice so you can get funding? What is the purpose?
(5) The improvements to 21st and 31st St. Intersections are better than your 1st proposals

22d
22e

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

Response to Comment #22d:

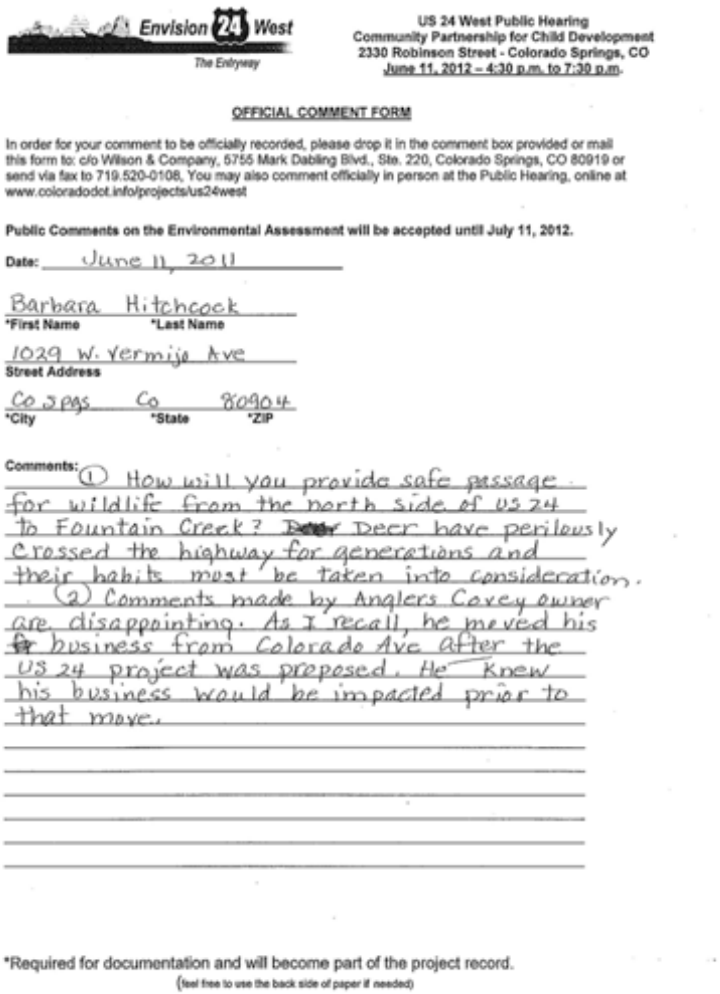
The purpose of the Proposed Action, as defined in **Chapter 1, Purpose and Need,** of the US 24 West EA, is to (1) reduce congestion problems for travelers today and through the year 2035, (2) improve mobility for local trips within the US 24 corridor and regional trips through the US 24 corridor, and (3) improve connectivity to the multiple destinations accessible from the US 24 corridor. Completing the improvements between 21st Street and Ridge Road addresses the mobility and connectivity elements of the Purpose and Need as part of the US 24 corridor.

Response to Comment #22e:

Comment noted.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 23 **Name: Hitchcock, Barbara** **Colorado Springs, CO 80904** ***Public Hearing***	**Response to Comment 23**



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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: June 11, 2011

Barbara Hitchcock
*First Name *Last Name

1029 W. Vermijo Ave
Street Address

Co Spgs Co 80904
*City *State *ZIP

Comments:
① How will you provide safe passage for wildlife from the north side of US 24 to Fountain Creek? Deer have perilously crossed the highway for generations and their habits must be taken into consideration.
② Comments made by Anglers Covey owner are disappointing. As I recall, he moved his business from Colorado Ave after the US 24 project was proposed. He knew his business would be impacted prior to that move.

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

23a

23b

Response to Comment 23a:

As discussed in **Section 3.13.6**, **Fish and Wildlife,** of the US 24 West EA, during the coordination efforts, Colorado Parks and Wildlife has recognized mule deer as the species at greatest risk. Plans will be reviewed by Colorado Parks and Wildlife during final design. This review is to check that plans are technically adequate to protect and preserve fish and wildlife species.

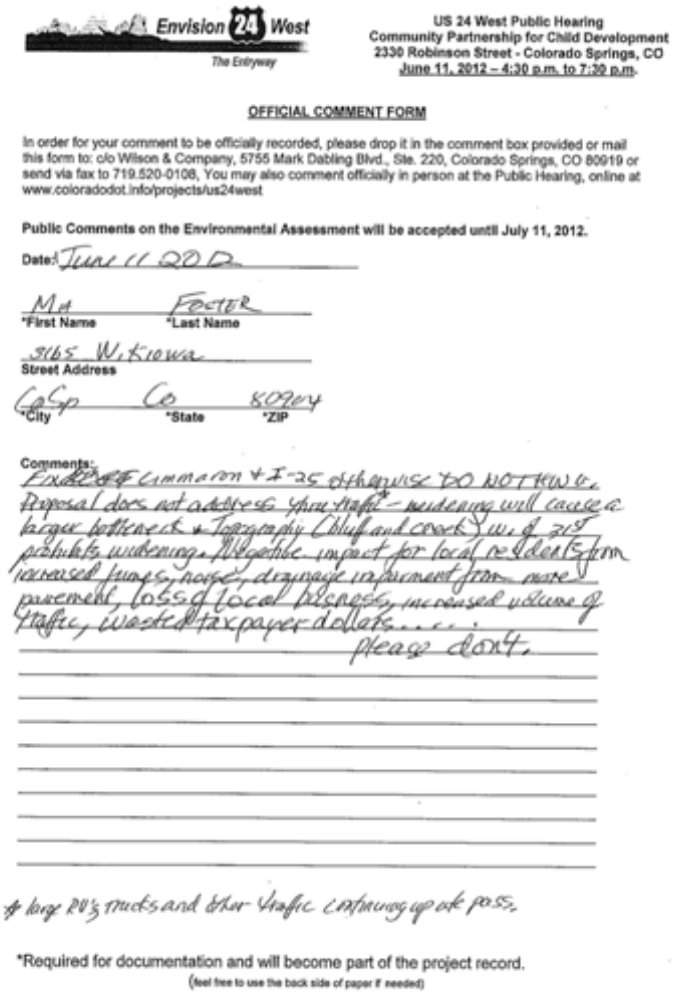
Regarding deer safety, CDOT will work with Colorado Parks and Wildlife to study deer collisions on US 24 and evaluate appropriate, cost-effective, aesthetically pleasing mitigation in the corridor.

Response to Comment #23b:

Comment noted.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 24 **Name: Foster, Mia** **Colorado Springs, CO 80904** ***Public Hearing***	**Response to Comment # 24**



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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: June 11 2012

MIA — *First Name
FOSTER — *Last Name
3165 W. Kiowa — Street Address
CoSp — *City
CO — *State
80904 — *ZIP

Comments:
Exhibit 24 Cimmaron + I-25 otherwise DO NOTHING.
Proposal does not address your traffic - widening will cause a larger bottleneck + Topography (Bluff and creek) W. of 21st prohibits widening. Negative impact for local residents from increased fumes, noise, drainage impairment from more pavement, loss of local business, increased volume of traffic, wasted taxpayer dollars.....
please don't.

& large RV's trucks and other traffic continuing up the pass.

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

24a

Response to Comment #24a:

The purpose of the Proposed Action, as defined in **Chapter 1, Purpose and Need,** of the US 24 West EA, is to (1) reduce congestion problems for travelers today and through the year 2035, (2) improve mobility for local trips within the US 24 corridor and regional trips through the US 24 corridor, and (3) improve connectivity to the multiple destinations accessible from the US 24 corridor. Completing only the I-25/US 24 interchange improvements would not address mobility and connectivity elements of the Purpose and Need elsewhere in the corridor.

A higher capacity interchange at the east end of the corridor (I-25) will release traffic to westbound US 24 at a higher rate, meaning more vehicles will travel westbound US 24 within a shorter time. A higher flow of vehicles will cause additional congestion at the downstream the downstream intersections of 8th Street, 21st Street, 26th Street, and 31st Street over the amount experienced today with the current I-25 interchange configuration. Even with the improvements to this interchange, improvements are still required to the rest of the US 24 mainline to improve operations and increase capacity at the intersections with 8th Street, 21st Street, 26th Street, and 31st Street in order to distribute the traffic accessing westbound US 24 from the I-25 interchange. Traffic models used for the project analysis show that the Proposed Action can accommodate the projected future traffic without creating bottlenecks as you suggest. The *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA shows the forecasted traffic volumes and operations analysis results.

Widening US 24 to accommodate projected traffic is proposed between 21st Street to just east of Ridge Road. The topography does not limit widening in this area; CDOT will cut into the bluff along Red Rock Canyon to accommodate the necessary widening for the Proposed Action.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 24 **Name: Foster, Mia** **Colorado Springs, CO 80904** ***Public Hearing (continued)***	**Response to Comment #24 (continued)**

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Date: June 11 2012

Mia Foster
*First Name *Last Name

3165 W. Kiowa
Street Address

CoSp Co 80904
*City *State *ZIP

Comments:
24b Fix Cimmaron + I-25 otherwise DO NOTHING. Proposal does not address thru traffic* – widening will cause a larger bottleneck + Topography (bluff and creek) w. of 31st prohibits widening. Negative impact for local residents from increased fumes, noise, drainage impairment from more pavement, loss of local business, increased volume of traffic, wasted taxpayer dollars.....
please don't.

* large RV's, trucks and other traffic continuing up ute pass.

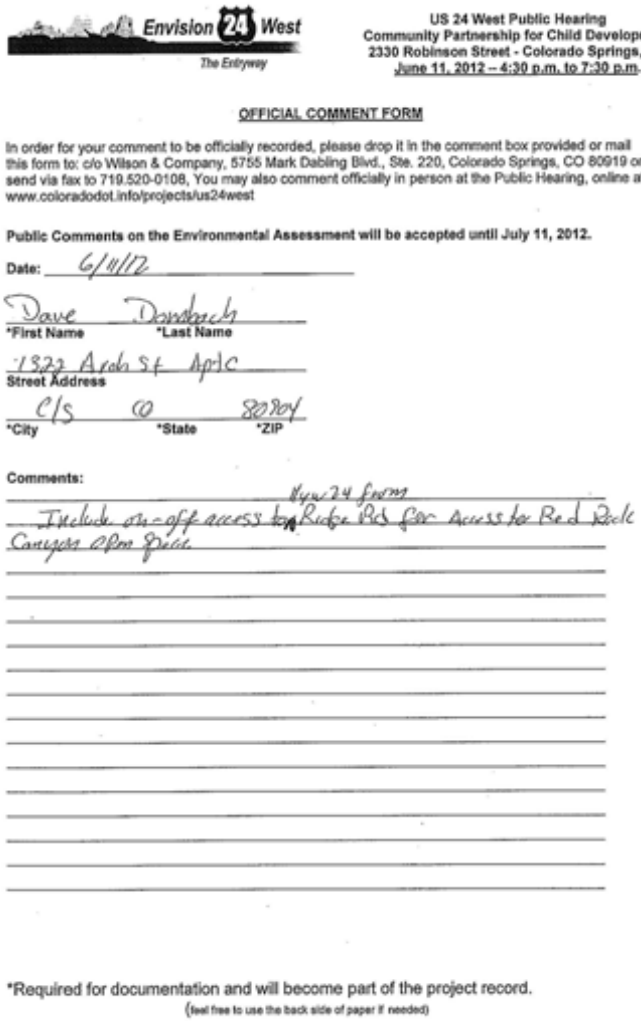
*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

Response to Comment #24b:

Impacts and Mitigations for adverse impacts to environmental resources such as noise, drainage impairment from more pavement, business relocations, and air quality have been identified and are included in **Section 3.3, Right-of-Way; Section 3.6, Traffic Noise;, Section 3.7, Social Resources; Section 3.11, Water Quality; and Section 3.13.4, Air Quality,** of the US 24 West EA, respectively. See **Chapter 4, Impacts, Mitigation Measures, and Permit Requirements,** of this FONSI for a list of impacts and mitigations for the Proposed Action.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 25 **Name: Dombach, Dave** **Colorado Springs, CO 80904** ***Public Hearing***	**Response to Comment #25**



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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 6/11/12

Dave Dombach
*First Name *Last Name

1322 Arch St Apt C
Street Address

CS CO 80904
*City *State *ZIP

Comments:

Hwy 24 Exits
Include on-off access to Ridge Rd for Access to Red Rock Canyon Open Space

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

25

The Proposed Action would construct US 24 as an overpass over Ridge Road, removing direct access to Ridge Road. Changes to this existing at-grade intersection are necessary to address the mobility and safety problems, as discussed in the US 24 West EA.

CDOT considered a variety of design options for this intersection, including construction of an interchange, an overpass, or maintaining the existing, at-grade signalized intersection. Future traffic projections indicate relatively low traffic volumes at Ridge Road by the year 2035. These traffic projections are too low to justify the construction cost of the ramps and earthwork associated with an interchange at Ridge Road. Because 21st Street and 31st Street are important regional connections, the Proposed Action would maintain access through the construction of interchanges at these locations, and an overpass is proposed for Ridge Road.

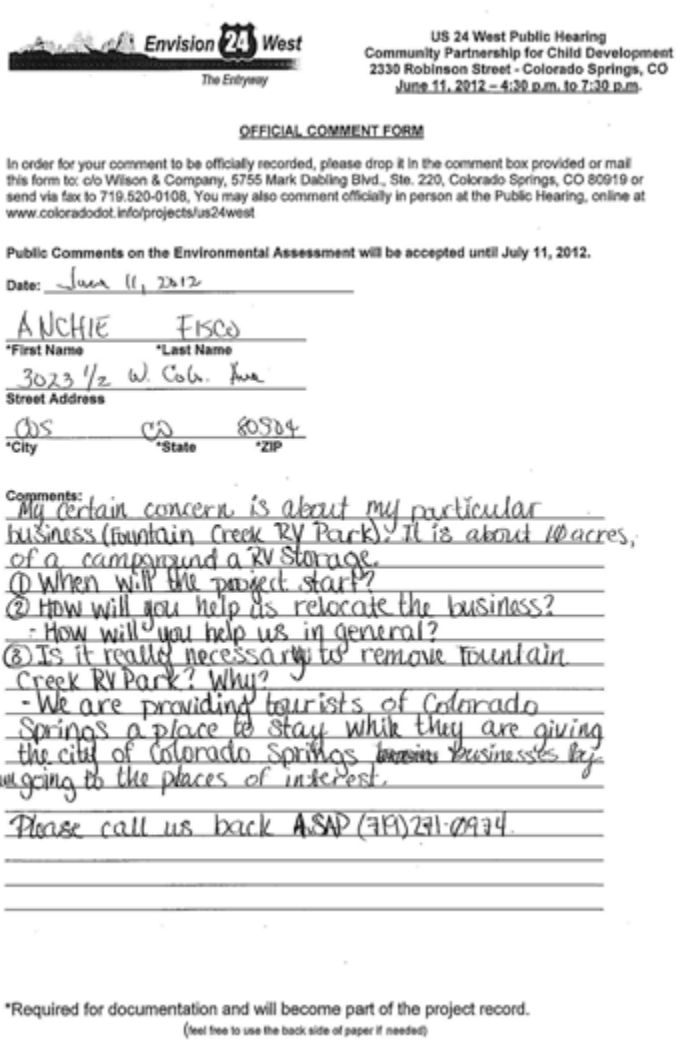
An overpass at Ridge Road would improve traffic flow on US 24 and provide safer access than an at-grade signalized intersection. The overpass at Ridge Road creates a more circuitous route for accessing the residential neighborhoods, but the traffic that would be rerouted by this change in access can be effectively accommodated on 31st Street, Manitou Avenue, and Colorado Avenue and would give more exposure to businesses.

In addition to improving mobility and safety on US 24 for vehicle traffic, constructing US 24 as an overpass over Ridge Road will allow non-motorized users to access Red Rock Canyon Open Space from the Midland Trail or Colorado Avenue without having to cross US 24 at-grade.

Ramps providing direct access to Ridge Road from US 24 are not precluded by the project and, if desired, could be built by local municipalities in the future as noted in **Section 2.6, Options not Precluded by the Proposed Action** of the US 24 West EA. CDOT will provide signage to direct motorists to the new access point for Red Rock Canyon Open Space.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 26 **Name: Fisco, Anchie** **Colorado Springs, CO 80904** ***Public Hearing***	**Response to Comment #26**



Envision 24 West
The Entryway

US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
June 11, 2012 – 4:30 p.m. to 7:30 p.m.

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: June 11, 2012

ANCHIE FISCO
*First Name *Last Name

3023 1/2 W. Colo. Ave
Street Address

COS CO 80904
*City *State *ZIP

Comments:
My certain concern is about my particular business (Fountain Creek RV Park). It is about 10 acres, of a campground & RV Storage.
(1) When will the project start?
(2) How will you help us relocate the business?
- How will you help us in general?
(3) Is it really necessary to remove Fountain Creek RV Park? Why?
- We are providing tourists of Colorado Springs a place to stay while they are giving the city of Colorado Springs business by going to the places of interest.

Please call us back ASAP (719) 291-0974.

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

26a

26b

Response to Comment #26a:

Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor and construction is expected to begin in 2014. Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented, including improvements around 31st Street. The "Moving Forward Update" (*2035 Regional Transportation Plan*) adopted in January 2012 by PPACG assumes that the Proposed Action would be built in phases over several years as funding becomes available. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project.

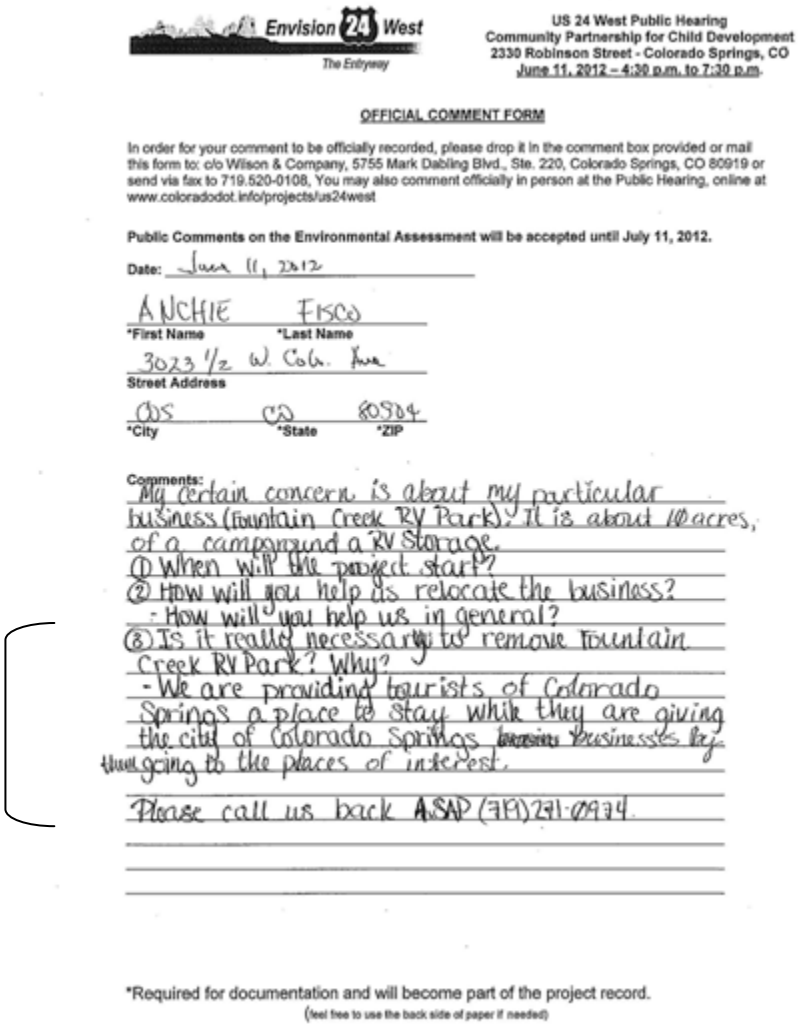
Response to Comment #26b:

CDOT is aware of your concern. Your property has been identified as a full acquisition under the Proposed Action to accommodate improvements at 31st Street. Throughout the project CDOT worked diligently to avoid and minimize impacts to both public and private property in the study area, however, implementation of the Proposed Action will require CDOT to acquire some properties.

Section 3.3, Right-of-Way, of the US 24 West EA discusses how all property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by projects utilizing federal funds. All impacted owners will be provided notification of CDOT's intent to acquire an interest in their property, including a letter of just compensation specifically describing those property interests. CDOT will comply fully with the Uniform Act in compensating property owners the appraised fair market value of their property, including all improvements on the property, and the cost of relocation. Other benefits are available to businesses through the Uniform Act. A right-of-way specialist will be assigned to each property owner to assist in the process and to help identify comparable properties to the one being acquired. CDOT considers individual property owner needs (including zoning, parking, access, and location) in the relocation process. Your assigned CDOT right-of-way specialist will go over these benefits with you.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 26 **Name: Fisco, Anchie** **Colorado Springs, CO 80904** ***Public Hearing (continued)***	**Response to Comment #26 (continued)**



Envision 24 West
The Entryway

US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
June 11, 2012 – 4:30 p.m. to 7:30 p.m.

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: June 11, 2012

ANCHIE Fisco
*First Name *Last Name

3023 1/2 W. Colo. Ave
Street Address

COS CO 80904
*City *State *ZIP

Comments:
My certain concern is about my particular business (Fountain Creek RV Park). It is about 10 acres of a campground & RV Storage.
① When will the project start?
② How will you help us relocate the business?
- How will you help us in general?
③ Is it really necessary to remove Fountain Creek RV Park? Why?
- We are providing tourists of Colorado Springs a place to stay while they are giving the city of Colorado Springs business by going to the places of interest.

Please call us back ASAP (719)291-0934.

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

26c

Response to Comment #26c:

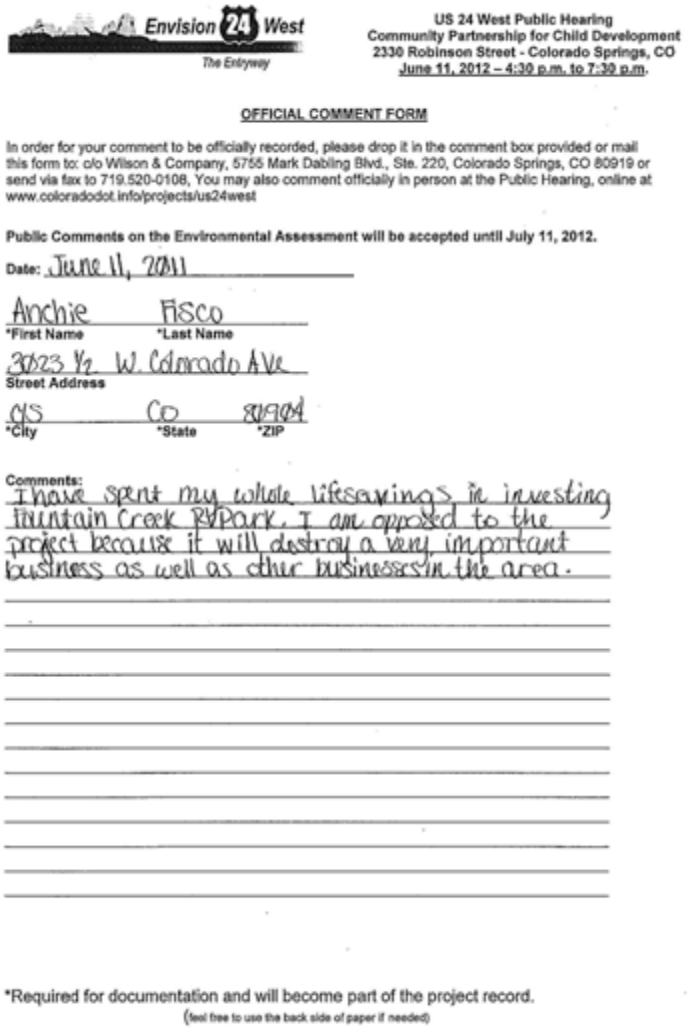
CDOT worked diligently to avoid and minimize impacts to both public and private property in the study area while planning the US 24 improvements, however, implementation of the Proposed Action will require CDOT to acquire some properties, including the Fountain Creek RV Park.

The recreational vehicle (RV) park is comprised of two separate parcels. The northern parcel is required for the improvements for widening the 31st Street bridge across Fountain Creek. This acreage is one third of the property identified as the Fountain Creek RV Park.

The Gold Lane Road bridge currently provides access to the parcel on the south. The new bridge on 31st Street would eliminate the Gold Lane Road bridge and eliminate access to the 3.4 acre southern parcel. For more information on right-of-way, see *Right of Way Technical Memorandum* in **Appendix C** of the US 24 West EA.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 27 **Name: Fisco, Anchie** **Colorado Springs, CO 80904** ***Public Hearing***	**Response to Comment #27** Please refer to the comment response provided for Comment #26b.



Envision 24 West
The Entryway

US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
June 11, 2012 – 4:30 p.m. to 7:30 p.m.

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: June 11, 2011

Anchie Fisco
*First Name *Last Name

3023 ½ W. Colorado Ave
Street Address

CS Co 80904
*City *State *ZIP

Comments:
I have spent my whole lifesavings in investing Fountain Creek RVPark. I am opposed to the project because it will destroy a very important business as well as other businesses in the area.

27

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 28 **Name: Fleming, Karen** **Colorado Springs, CO 80904** ***Public Hearing***	**Response to Comment #28**

Envision 24 West *The Entryway*

US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
June 11, 2012 – 4:30 p.m. to 7:30 p.m.

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 11 June 2012

Karen Fleming
*First Name *Last Name

[illegible] Pl. Apt 4
Street Address

Co Spgs Co 80904
*City *State *ZIP

Comments:

28 Although This Company(ies) have alot of charts, Graphics, diagrams, and artist work – They seem to be unable (or unwilling) to understand Human, Nature, environmental impact on Residents, Businesses, and Colorado itself. We believe in land, sky, water & life. But this huge project destroys the reasons to actually look at us as who we are and why we live here. these Companies promise "21 Greenway Master plan" like your park N' ride are not equal anything that ~~[illegible]~~ is in your job description. Why? Why do we need a monster like this... Because some people have to get somewhere 5 minutes faster? Why destroy the beauty of Colorado Springs – to Add more ~~[illegible]~~ pavement? Why?

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

There is No good reason for this – fix what we have and then maybe –

Response to Comment #28

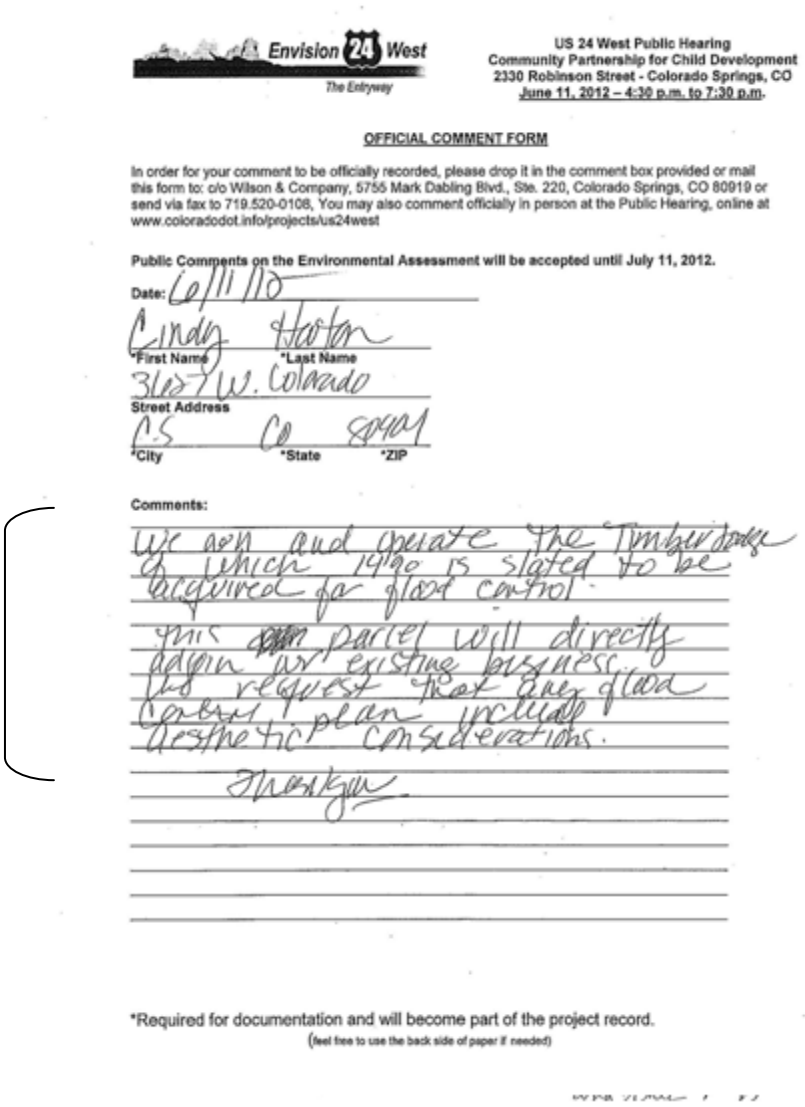
The purpose of the Proposed Action as defined in **Chapter 1, Purpose and Need**, of the US 24 West EA, is to (1) reduce congestion problems for travelers today and through the year 2035, (2) improve mobility for local trips within the US 24 corridor and regional trips through the US 24 corridor, and (3) improve connectivity to the multiple destinations accessible from the US 24 corridor.

The alternatives development process followed a Context Sensitive Solutions approach, as described in **Chapter 2, Alternatives,** and **Chapter 5, Agency Coordination and Public Involvement**, of the US 24 West EA. Alternatives were developed using an approach of working with multi-disciplinary teams of transportation and highway design professionals, environmental experts, and a wide range of stakeholders. This collaborative, interdisciplinary team approach involved all stakeholders to develop a transportation facility that reflects community values, is sensitive to environmental and community resources, and meets the purpose of and need for the project. Community residents and other partners were able to play an important role in shaping alternatives, design options, mitigation, and the Proposed Action.

Mitigation measures will be implemented by CDOT to offset impacts from the Proposed Action to environmental resources within the study area. Specific mitigation measures are discussed in more detail in **Exhibit 4.1, Summary of Impacts and Mitigation, US 24 West EA**, in this FONSI**.**

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 29 **Name: Hooton, Cindy** **Colorado Springs, CO 80904** ***Public Hearing***	**Response to Comment #29**



Envision 24 West
The Entryway

US 24 West Public Hearing
Community Partnership for Child Development
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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 6/11/12

Cindy Hooton
*First Name *Last Name

3167 W. Colorado
Street Address

CS CO 80904
*City *State *ZIP

Comments:

We own and operate The Timberlodge of which 1490 is stated to be acquired for flood control. This parcel will directly affect our existing business. We request that any flood control plan include aesthetic considerations.

Thank you.

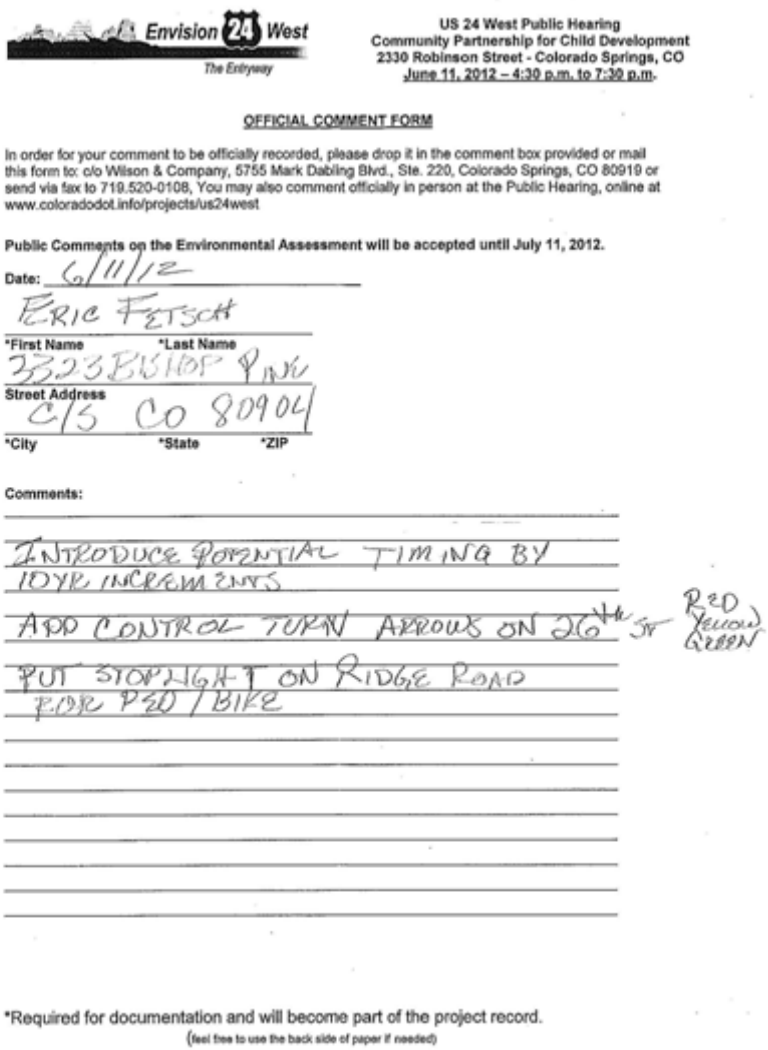
*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

29

Any areas that will be disturbed due to re-grading of the Fountain Creek channel will be stabilized and re-vegetated with native species. Trees that are greater than 2 inches in diameter at breast height will be mitigated at a 1-to-1 basis. Non-native trees will be replaced with native trees. Aesthetic guidelines (Appendix F** of the US 24 West EA) were developed as part of the EA process in coordination with an Aesthetic Working Group. The guidelines will direct final design elements of the Proposed Action to ensure aesthetics elements are considered.**

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 30 **Name: Fetsch, Eric** **Colorado Springs, CO 80904** ***Public Hearing***	**Response to Comment #30**



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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 6/11/12

ERIC FETSCH
*First Name *Last Name

3523 BISHOP PARK
Street Address

CS CO 80904
*City *State *ZIP

Comments:

30a INTRODUCE POSSIBLE TIMING BY 10YR INCREMENTS

30b ADD CONTROL TURN ARROWS ON 26TH ST (RED YELLOW GREEN)

30c PUT STOPLIGHT ON RIDGE ROAD FOR PED / BIKE

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

Response to Comment #30a:

Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented. Because the timing and availability of funds is unknown beyond those currently identified for the I-25/US-24 interchange, for which construction is anticipated to begin in 2014, it is not possible to introduce potential timing in 10-year increments. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project.

Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.

Response to Comment #30b:

CDOT will signalize all movements for the intersection of US 24 and 26th Street as part of the Proposed Action. There is no justification for protected-only left turn phasing at 26th Street as you suggest because of the low left turn traffic volumes (both now and projected in 2035) and because the intersection has adequate sight distance for drivers. A detailed traffic signal plan will be developed by CDOT during final design.

Response to Comment #30c:

The Proposed Action will replace the US 24 and Ridge Road at-grade intersection with an overpass that carries US 24 over Ridge Road. The overpass will separate bicycle and pedestrian traffic on Ridge Road from drivers using US 24, therefore, a signal for these users will not be needed.

EXHIBIT 5-4

Comments Received and CDOT Response to Comments (Continued)

Comment

Comment Number: 31 | **Name: Klein, Eddie**

Colorado Springs, CO 80904

Public Hearing

Envision 24 West
The Entryway

US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
June 11, 2012 – 4:30 p.m. to 7:30 p.m.

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 11 Jun 2012

*First Name: Eddie ~~Klein~~ *Last Name: Klein

Street Address: 2421 W Pikes Peak Ave

*City: CS *State: Co *ZIP: 80904

31a Comments: No action needed at 21st ~~or~~ until improvements to the 21st street and 31st bridge and expansion of 4 lane to Colo Ave. These two streets are bottle necks on and especially off Cimmaron. No higher

31b speed limit of more than 45 MPH should be allowed as asking ~~for~~ for traffic accidents. The improvement off I 25 and Cimmaron is needed.

What is the quality of the water into Fountain creek off of the Gold Hill [illegible] area [illegible] years ago, [illegible] until a former Senator cleaned it up with the stroke of a pen (upon his retirement).

Opposed to any 15th street or other entrance/exit to Colo Ave from Gold Hill Mesa, Eighth Street will serve nicely as an extra access. NO State $ for any Gold Hill [illegible]

*Required for documentation and will become part of the project record.

(feel free to use the back side of paper if needed)

Response

Response to Comment #31

Response to Comment #31a:

The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor and construction is expected to begin in 2014. Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented, including improvements around 21st Street and 31st Street. The “Moving Forward Update” (*2035 Regional Transportation Plan*) adopted in January 2012 by PPACG assumes that the Proposed Action would be built in phases over several years as funding becomes available. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project. Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.

When the proposed interchange at 21st Street is constructed, it will provide for uninterrupted traffic flow for drivers on US 24; drivers on 21st Street will experience less delay, and bottlenecks will be eliminated on 21st Street. When the proposed widening of 31st Street and signalization of its intersection with Colorado Avenue are constructed, drivers will experience less delay at that intersection. Improvements to Colorado Avenue are not a part of the Proposed Action, but the Proposed Action would not preclude such improvements in the future. See **Section 2.3, Options not Precluded by the Proposed Action**, in this FONSI for more information about potential funding sources.

Response to Comment #31b:

The posted speed limit from 8th Street to 31st was increased in October 2013 from 45 miles per hour to 55 mph, based on a study of how fast motorists were driving on this segment. The Proposed Action would not increase these posted speed limits. The traffic analysis conducted for this project estimated the Proposed Action would reduce traffic accidents by 18 percent in comparison to the No Action Alternative. In other words, improvements to the roadway network and the grade separation of several crossings, without changing the posted speed, would decrease the likelihood of accidents. Details of this analysis are shown in *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response

Comment Number: 31 **Name: Klein, Eddie**
Colorado Springs, CO 80904
Public Hearing

Envision 24 West
The Entryway

US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 11 Jun 2012

*First Name: Eddie *Last Name: Klein

Street Address: 3421 W Pikes Peak Ave

*City: CS *State: Co *ZIP: 80904

Comments: No action needed at + 21 — or until improvements to the 21st Street and 31st bridges and expansion of 4 lane to Colo Ave. These two streets are bottle necks on and especially off Cimarron. No higher speed limit of more than 45 MPH should be allowed as asking for
31c traffic accidents. The improvement off I25 and Cimarron is needed.
31d What is the quality of the water into Fountain Creek off of the Gold Hill [illegible] area a few years was called polluted until a former Senator cleaned it up with the stroke of a pen (upon his retirement).
31e Opposed to any 15th Street or other entrance/exit to Colo Ave from Gold Hill Mesa, Eighth Street will serve nicely as an extra access. NO State $ for any Gold Hill [illegible]

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

Response to Comment #31 (continued)

Response to Comment #31c:

Improvements to the I-25/US 24 interchange are included in the Proposed Action, as described in **Section 2.4, Description of the Proposed Action**, of the US 24 West EA. This includes a single-point diamond interchange with a loop ramp for eastbound-to-northbound travel at US 24 and I-25. Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.

Response to Comment #31d:

Gold Hill Mesa is currently being redeveloped under Colorado's Voluntary Cleanup Program with oversight from the Colorado Department of Public Health and Environment (CDPHE). The site has an engineered soil cap covering mill tailings and soil contamination that has been reviewed and approved by CDPHE. More information on this cleanup program can be found on the CDPHE Hazardous Material and Waste Management Division website under their Remediation Program.

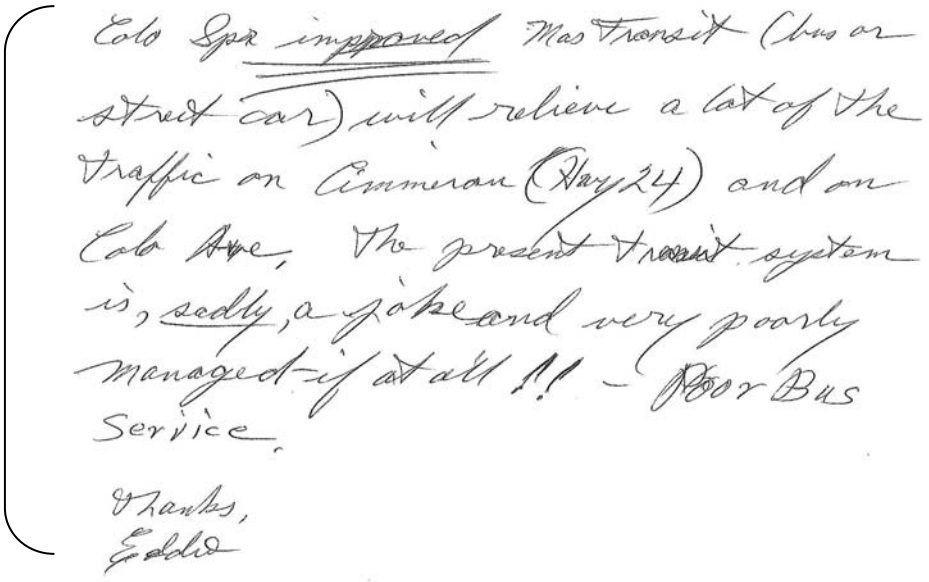
Response to Comment #31e:

As mentioned in **Section 2.6, Options not Precluded by the Proposed Action**, an overpass of US 24 at 15th Street is proposed to be constructed by others, therefore, CDOT (state) funds will not be used to construct this overpass.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 31 **Name: Klein, Eddie** **Colorado Springs, CO 80904** ***Public Hearing (continued)***	**Response to Comment #31 (continued)**

31f


Colo Spr improved Mas Transit (bus or street car) will relieve a lot of the traffic on Cimmeron (Hwy 24) and on Colo Ave. The present transit system is, sadly, a joke and very poorly managed – if at all !! – Poor Bus Service.

Thanks,
Eddie

Typed transcript of Comment 31:
Eddie Klein
3421 W. Pikes Peak Ave.
Colorado Springs, CO 80904
(719) 635-8835

Comment:

No action needed at all – or/until improvements to the 21st street and 31st bridges and expansion of 4 lane to Colo Ave. These two streets are bottle necks on and especially off Cimarron. No higher speed limit of more than 45 mph should be allowed as asking for traffic accidents. The improvement off I-25 and Cimarron is needed.

Response to Comment #31f:

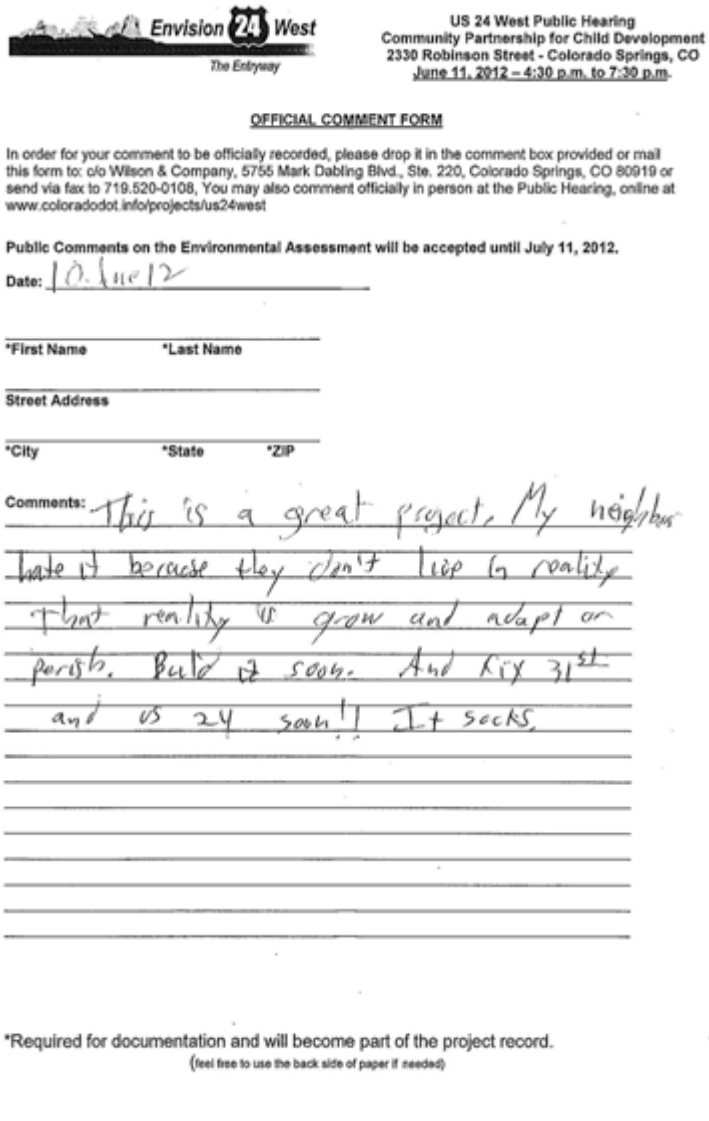
Currently, bus service is operated by Mountain Metro Transit, a division of the City of Colorado Springs. There are no bus routes that run on US 24 but there are four routes that operate in the study area along Colorado Avenue, 8th Street, 21st Street, and other city streets. Because flexible type transit system would provide only a minor reduction of traffic congestion, the concept was discontinued from further evaluation during Step Two of the screening process, as described in **Chapter 2, Alternatives**, of the US 24 West EA. However, at the northeast corner of US 24 and 31st Street, the Proposed Action would enhance transit operations in the study area by providing land that could be used for a new park and ride facility, which could be built by others.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 31 **Name: Klein, Eddie** **Colorado Springs, CO 80904** ***Public Hearing (continued)***	
What is the quality of the water into Fountain Creek off of the Gold Hill cycle area as for years was labeled polluted until a former senator cleaned it up with the stroke of a pen (upon his retirement). Opposed to any 15th Street or other entrance/exit to Colo. Ave from Gold Hill Mesa. Eighth Street will serve nicely as an extra access. NO State $ for any Gold Hill access. Colo Spg improved mass transit (bus or street car) will relieve a lot of the traffic on Cimarron (US 24) and on Colo. Ave. The present transit system is, sadly, a joke and very poorly managed if at all!! – Poor bus service. Thanks, Eddie	

EXHIBIT 5-54
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 32 **Name: Unknown #1** ***Public Hearing***	**Response to Comment #32**



Envision 24 West
The Entryway

US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
June 11, 2012 – 4:30 p.m. to 7:30 p.m.

OFFICIAL COMMENT FORM

In order for your comment to be officially recorded, please drop it in the comment box provided or mail this form to: c/o Wilson & Company, 5755 Mark Dabling Blvd., Ste. 220, Colorado Springs, CO 80919 or send via fax to 719.520-0108, You may also comment officially in person at the Public Hearing, online at www.coloradodot.info/projects/us24west

Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 10 June 12

*First Name *Last Name

Street Address

*City *State *ZIP

Comments: This is a great project. My neighbor hate it because they don't live in reality that reality is grow and adapt or perish. Build it soon. And fix 31st and US 24 soon!! It sucks.

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

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Comment noted. The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor and construction is expected to begin in 2014. Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented, including improvements around 31st Street. The "Moving Forward Update" (*2035 Regional Transportation Plan*) adopted in January 2012 by Pikes Peak Area Council of Governments assumes that the Proposed Action would be built in phases over several years as funding becomes available. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project.

Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 33 **Name: Vilcek, Mrs.** ***Website***	**Response to Comment #33**
Your website says: **Q: Were high occupancy lanes (HOV) lanes studied for the corridor?** A: Yes. HOV lanes were suggested as a solution in the beginning of the project, as was light rail to Teller County. A member of the Technical Leadership Team, representing Mountain Metro Transit reviewed these suggestions and the long range plans for transit on US 24 and found that US 24 West was not planned as an HOV corridor nor a light rail corridor. I'd like to understand why a representative of Metro Transit was allowed to make the determination that light rail was not a consideration. That sounds like a conflict of interests. Could you please explain? Thank you, Mrs. Vilcek	Mountain Metro Transit is a division of the City of Colorado Springs that provides bus service in the Pikes Peak region. As a member of the Technical Leadership Team, Mountain Metro advised CDOT that neither a high-occupancy vehicle corridor nor a light rail line exists in the current *2035 Regional Transportation Plan* or in the *Mountain Metro Transit Plan*. However, the final decision regarding elements to be included in the Proposed Action was made by CDOT.

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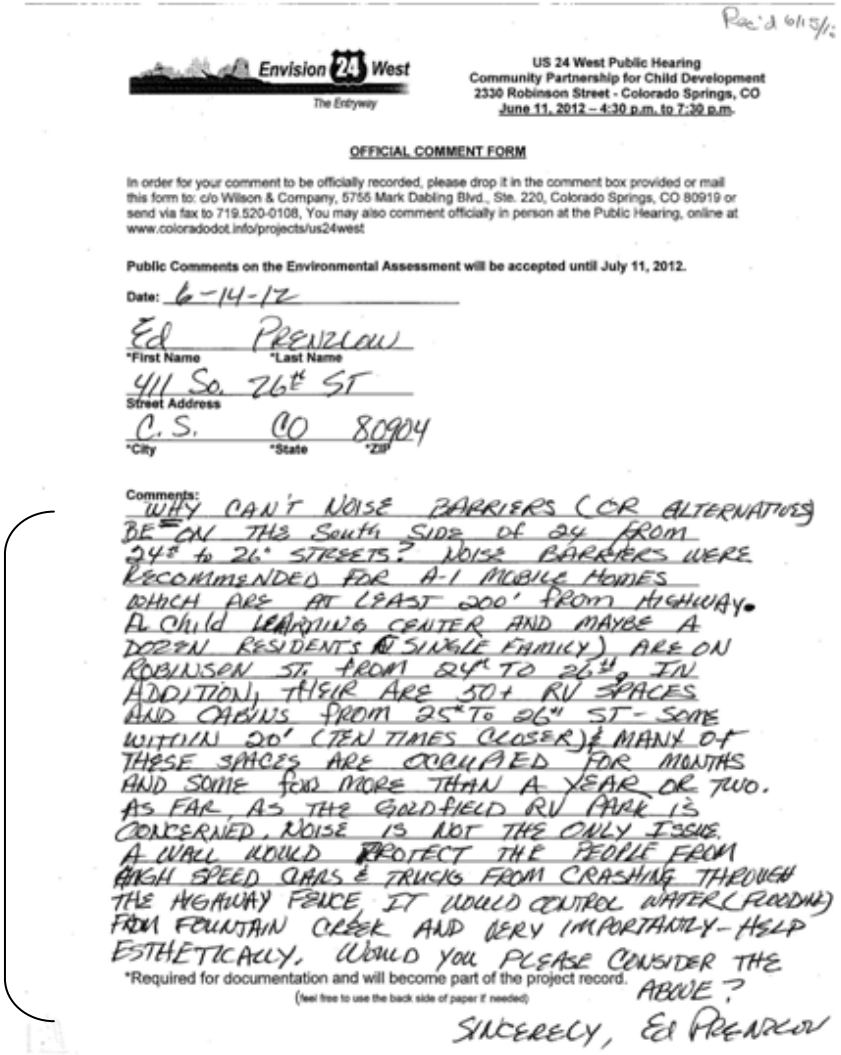
EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 34 **Name: Prenzlow, Ed** **Colorado Springs 80904** ***Public Hearing***	**Response to Comment #34**



Rec'd 6/15/12

Envision 24 West
The Entryway

US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 6-14-12

Ed PRENZLOW
*First Name *Last Name

411 So. 26th ST
Street Address

C.S. CO 80904
*City *State *Zip

Comments:
WHY CAN'T NOISE BARRIERS (OR ALTERNATIVES) BE ON THE South SIDE of 24 FROM 24th to 26th STREETS? NOISE BARRIERS WERE RECOMMENDED FOR A-1 MOBILE HOMES WHICH ARE AT LEAST 200' FROM HIGHWAY. A Child LEARNING CENTER AND MAYBE A DOZEN RESIDENTS (SINGLE FAMILY) ARE ON ROBINSON ST. FROM 24th TO 26th. IN ADDITION, THERE ARE 50+ RV SPACES AND CABINS FROM 25th TO 26th ST - SOME WITHIN 20' (TEN TIMES CLOSER) & MANY OF THESE SPACES ARE OCCUPIED FOR MONTHS AND SOME FOR MORE THAN A YEAR OR TWO. AS FAR AS THE GOLDFIELD RV PARK IS CONCERNED, NOISE IS NOT THE ONLY ISSUE. A WALL WOULD PROTECT THE PEOPLE FROM HIGH SPEED CARS & TRUCKS FROM CRASHING THROUGH THE HIGHWAY FENCE, IT WOULD CONTROL WATER (FLOODING) FROM FOUNTAIN CREEK AND VERY IMPORTANTLY - HELP ESTHETICALLY. WOULD YOU PLEASE CONSIDER THE ABOVE?

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

SINCERELY, Ed PRENZLOW

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CDOT and FHWA noise guidelines state that the consideration of noise mitigation is warranted when noise levels at: residences, parks, and schools reach or exceed 66 A-weighted decibels; commercial properties reach or exceed 71 A-weighted decibels; or increase more than 10 A-weighted decibels over current noise levels. If these criteria are met, mitigation is included as part of the project if it is feasible and reasonable according to FHWA and CDOT guidelines. The noise analysis conducted and presented in **Section 3.6, Traffic Noise**, of the US 24 West EA indicates that traffic noise between 21st Street and 31st Street on the south side of US 24 will increase from an average of 64 A-weighted decibels to 67 A-weighted decibels with noise at your property predicted to be 68 A-weighted decibels. Your property is considered commercial, as are many of the other properties in this area, and the 71 A-weighted decibels threshold is not exceeded. Therefore, noise mitigation is not required by CDOT and FHWA guidelines.

Regarding your noise concerns at the child learning center, noise at the Community Partnership for Child Development building (receptor F-C07) exceeds the 66 A-weighted decibels threshold, however, there is no outdoor use at this location and thus no mitigation is required. There is an outdoor playground at the facility west of this building (receptor F-C08), however, noise at this location is predicted to be 64 A-weighted decibels, which does not exceed the noise mitigation threshold for schools. Please refer to *Noise Technical Memorandum* and *Noise Technical Memorandum Supplement* included in **Appendix C** of the US 24 West EA for additional details on the predicted noise levels and mitigation considered.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 35 **Name: Dunn, Peter** **Colorado Springs** ***Website***	**Response to Comment #35**
35a I attended the US 24 West Environmental Assessment Public Hearing on June 11, 2012 at the CPCD building on Robinson Street and have attended many of the earlier meetings regarding the planning and conception for the Hwy 24 Corridor project(s). I agree with basically all the comments made by those who spoke during the public comment period at the meeting.	**Response to Comment 35a:** Comment noted.
35b I would like to see more advance planning for pedestrian/bicycle/wheelchair passage across, over, or under the completed highway so that the improved Hwy 24 does not end up being a physical barricade/social barrier between neighborhoods, schools, and parks.	**Response to Comment 35b:** As noted in **Section 2.4, Description of the Proposed Action**, of the US 24 West EA, to facilitate safe pedestrian crossing of US 24, sidewalks will be constructed along each of the US 24 cross streets, including Ridge Road, 31st Street, 26th Street, 21st Street, and 8th Street. During construction, closure, or rerouting of existing sidewalks will be identified with adequate signage to minimize out-of-direction travel. The Proposed Action will accommodate construction of a 25th Street pedestrian overpass as a project that could be built by others in the future, as noted in **Section 2.6, Options not Precluded by the Proposed Action**, of the US 24 West EA.
35c I agree with the project team's objective to speed up the traffic along the 24 corridor by eliminating some of the traffic lights. However, I question the overall benefit of a 50 mph speed limit when there are going to be 2 signalized at-grade intersections at 31st and 26th Streets, which come in close sequence to each other. It seems that accommodation should be planned to allow for future addition of ramps at both 31st and 26th.	**Response to Comment #35c:** As a point of clarification, the speed limit would not be increased under the Proposed Action. The posted speed limit will be 45 miles per hour on US 24. As discussed in **Section 2.4, Description of the Proposed Action**, of the US 24 West EA, the intent of the Proposed Action is to construct interchanges at 8th Street and 21st Street to provide free-flow movement for the through traffic on US 24 and reduce congestion and related delay on US 24, 8th Street, and 21st Street. The Proposed Action includes improvements to the signalized intersections at 26th Street and 31st Street that will minimize the delay encountered by drivers traveling through these intersections. The cross street volumes on 26th Street and 31st Street are not sufficient enough to justify an interchange at these locations (in addition, geometric conditions suggest interchanges may not be feasible at these locations). The distance between the two intersections is approximately one-half mile, or 2,640 feet. The stopping sight distance for a vehicle traveling at 50 miles per hour is 425 feet. This distance of approximately 2,640 feet between the intersections allows for adequate distance to stop, even if several vehicles are already stopped for a red signal at the next intersection approach.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments(Continued)

Comment	Response
Comment Number: 35 Name: Dunn, Peter **Colorado Springs** ***Website (continued)***	**Response to Comment #35 (continued)**
35d If ramps cannot be provided by the proposed project at 31st and 26th streets, then there seems to be little reason to attempt to speed up the traffic at 21st Street. By staying at grade at 21st Street, this would preserve Angler's Covey, protect the view from and to the Round House, and allow the Miner's statue to remain at basically the same location.	**Response to Comment #35-c (continued):** The benefit of the improvements that combine interchanges and intersections together will be a decrease in travel time along the corridor and cross streets. Details of this travel time analysis are shown in Traffic Impact Analysis Technical Memorandum in Appendix C of the US 24 West EA.
I would comment that the addition of noise mitigation walls during the rebuilding of I-25 a few years ago was not completely successful. Some of my neighbors who live in the first and second blocks of N 7th St (north of W. Pikes Peak Ave) have experienced significantly increased noise levels where they had little noise before. We are unsure whether this increase in noise was a result of changing the road surface to concrete from asphalt or a result of adding the noise mitigation walls.	**Response to Comment #35d:** Existing morning peak traffic at the 21st Street intersection with US 24 is highly congested, and future traffic projections indicate congestion will occur in the evening peak by year 2035. The Proposed Action includes an interchange at 21st Street and US 24 to reduce congestion and minimize traffic delays. CDOT will continue to provide access at 8th Street, 21st Street, and 31st Street to accommodate future traffic access needs. Additional information on the traffic analysis is included in *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA.
35e Flat surfaced brick and concrete walls do not reduce the overall sound level, but rather reflect the sound in a different direction. I wonder if it would be possible to experiment with walls that have alternating concavities and convexities to scatter the noise. Another possibility would be wedge shaped forms projecting from the walls that would deflect the noise skyward, diminishing lateral noise deflection, rather than simply redirecting to a slightly higher neighborhood. Again, the aesthetics of having evergreen spruce trees lining the highway would be ideal, but I have been told by some of your project team members that trees do not reduce noise penetration levels significantly.	**Response to Comment #35e** Noise barriers do not completely block all traffic noise. In practice, some of the sound is diffracted over the barrier, some is reflected to points other than the impacted property, some is scattered and/or absorbed by ground coverings and other terrain, and some is blocked by the presence of other vehicles on the highway. In general, noise increases related to noise walls are not perceptible to the human ear, but rather the character of the noise may seem to change, which is what is usually noticed. Additionally, a noise barrier must be tall enough and long enough to block the view of a highway from the area that is to be protected, the "receiver." Noise barriers provide very little benefit for homes on a hillside overlooking a highway or for buildings which rise above the barrier. The FHWA publication Keeping the Noise Down: Highway Traffic Noise Barriers (http://www.fhwa.dot.gov/environment/keepdown.htm) provides a summary of research and field studies conducted on noise barrier effectiveness. Regarding the materials used for noise barriers, to effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense (at least 20 kilograms/square meter). All noise barrier material types are equally effective, acoustically, if they have this density.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 35 **Name: Dunn, Peter** **Colorado Springs** ***Website (continued)***	**Response to Comment #35 (continued)**
I agree strongly with the first speaker and with County Commissioner Sally Clark that ramps are desirable at Ridge Road and should be part of any funding for the proposed project. I have stated this in previous comments to CH2M HILL.	**Response to Comment #35e (continued):** Vegetation does not decrease noise levels. Although trees and shrubs can be dense enough to block the view of the highway, they are not dense enough to diminish the volume of noise passing through it. Vegetation only provides the perception of lower noise.
35f There are multiple reasons to include ramps at Ridge Road, not the least of which is the economic damage that was done to the area now known as "No Man's Land" when the main highway, which was previously Colorado Avenue, was moved to its present location with the building of Hwy 4 (on the previous Midland Railroad right-of-way), which Hwy 4 was later renamed Hwy 24 or I-24.	**Response to Comment #35f:** CDOT recognizes that the area that you describe as "No Man's Land" has experienced an economic decline. Also this area is outside of the city limits and planning areas of Manitou Springs and Colorado Springs and is instead within the jurisdiction of El Paso County, creating an island of land typically excluded from city planning efforts. Local municipalities are studying the area now, and CDOT will consider the results of those planning studies when determining priorities for future improvements on US 24. Direct access from US 24 to Ridge Road (which leads to Red Rock Canyon Park) was considered during the alternatives development but is not included as part of the Proposed Action, as noted in **Section 2.6, Options not Precluded by the Proposed Action**, of the US 24 West EA. The Proposed Action would construct US 24 as an overpass over Ridge Road, removing direct access to Ridge Road. Changes to this existing at-grade intersection are necessary to address the mobility and safety problems, as discussed in the US 24 West EA. CDOT considered a variety of design options for this intersection, including construction of an interchange, an overpass, or maintaining the existing, at-grade signalized intersection. Future traffic projections indicate relatively low traffic volumes at Ridge Road by the year 2035. These traffic projections are too low to justify the construction cost of the ramps and earthwork associated with an interchange at Ridge Road. Because 21st Street and 31st Street are important regional connections, the Proposed Action would maintain access through the construction of interchanges at these locations, and an overpass is proposed for Ridge Road.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 35 **Name: Dunn, Peter** **Colorado Springs** ***Website (continued)***	**Response to Comment #35 (continued)**
35g The old Colorado Avenue highway, much like Route 66, was lined with motels, rental cottages/cabins, roadside stands that sold ice and cider, and grocery stores, which all depended for their livelihood to a large extent on the summertime traffic that passed by on the Colorado Avenue highway. When the highway moved to its present location, CDOT should have erected signs along the new highway pointing to the abandoned area of Colorado Avenue and reading "Lodging, Gas, Food, Water – Next Right." Adding ramps at Ridge Road would allow for more direct access to this disadvantaged economic zone and end the isolation that has long plagued the business community in this area.	**Response to Comment #35f (continued):** An overpass at Ridge Road would improve traffic flow on US 24 and provide safer access than an at-grade signalized intersection. The overpass at Ridge Road creates a more circuitous route for accessing the residential neighborhoods, but the traffic that would be rerouted by this change in access can be effectively accommodated on 31st Street, Manitou Avenue, and Colorado Avenue and would give more exposure to businesses. In addition to improving mobility and safety on US 24 for vehicle traffic, constructing US 24 as an overpass over Ridge Road will allow non-motorized users to access Red Rock Canyon Open Space from the Midland Trail or Colorado Avenue without having to cross US 24 at-grade. Ramps providing direct access to Ridge Road from US 24 are not precluded by the project and, if desired, could be built by local municipalities in the future as noted in **Section 2.6, Options not Precluded by the Proposed Action** of the US 24 West EA. CDOT will provide signage to direct motorists to the new access point for Red Rock Canyon Open Space. **Response to Comment #35g:** The type of sign referred to is known as a Tourist Oriented Directional Sign. CDOT administers a Tourist Oriented Directional Sign program that includes the eligibility criterion that the business must derive the major portion of its income from visitors not residing within a 50-mile radius. Another requirement of the program is that the signs will only be placed along rural conventional highways (US 24 through this study area is currently classified as an Urban Principal Arterial). A copy of the brochure that contains this information as well as information on how to apply for a sign can be found at the link: http://www.coloradodot.info/library/Brochures/TODS_20051206.pdf/view As discussed in Comment #35f, ramps providing direct access to Ridge Road from US 24 are not precluded by the project and, if desired, could be built by local municipalities in the future as noted in **Section 2.6, Options not Precluded by the Proposed Action of the US 24 West EA**.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments(Continued)

Comment	Response
Comment Number: 35 Name: Dunn, Peter **Colorado Springs** ***Website (continued)***	**Response to Comment #35 (continued)**
35h Another problem that results from not adding ramps at Ridge Road will be the increased traffic on Colorado Avenue between 31st St and Ridge Road. There is already considerable congestion along Colorado Ave in front of Red Rocks Shopping Center, Long's Drugs, and Safeway. Adding volume to this stretch of road will be precarious.	**Response to Comment #35h:** Traffic projections conducted for the project indicate relatively low traffic volumes are expected to use Ridge Road by the year 2035. The traffic model shows that, without ramps from US 24 to Ridge Road, the traffic accessing Ridge Road from US 24 via alternate routes can be effectively accommodated on 31st Street, Manitou Avenue, and Colorado Avenue. As shown in **Appendix A – Alternatives Maps** of the US 24 West EA, the Colorado Avenue intersection with Ridge Road, where you noted your concern, will be improved to provide turn lanes. The separation of turning and through traffic will reduce congestion at the intersection. Also, improvements to the Colorado Avenue/31st Street intersection will help to improve traffic flow adjacent to the Red Rocks Shopping Center.
35i Similarly, the section of 31st St that connects Hwy 24 and Colorado Avenue is very short, occurring where those 2 roadways form the neck of an hourglass formation. Already, the traffic going north on 31st St is backed up from the light at Colorado Ave nearly into the oncoming westbound traffic on Hwy 24. If the projected traffic volumes for 2020 and 2035 become a reality, traffic will be backed up into Hwy 24. Forcing additional traffic onto this already congested connecting section of 31st St, which traffic would otherwise go to a Ridge Road with ramps, is not desirable.	**Response to Comment #35i:** As discussed in **Section 2.4, Description of the Proposed Action**, of the US 24 West EA, 31st Street will be widened and realigned between Pikes Peak Avenue and Ore Mill Drive in order to improve the signalized intersections with US 24 and Colorado Avenue. The roadway widening includes construction of a new bridge on 31st Street (north of US 24) that can accommodate more traffic lanes. The improvements at the US 24 and Colorado Avenue intersections will minimize the delay, improve the Level of Service, and shorten the travel time along this stretch of 31st Street. A higher Level of Service and additional lanes will eliminate the existing bottlenecks. Details of this Level of Service analysis are shown in *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 35 **Name: Dunn, Peter** **Colorado Springs** ***Website (continued)***	**Response to Comment #35 (continued)**
Ridge Road is so named because it follows the geological ridge formation down from Garden of the Gods Park to the north of Hwy 24. It also provides convenient access to the Red Rocks Canyon Park to the south of Hwy 24. Both of these parks continue to experience increases in park visitors annually, many of whom use the existing ramps at Ridge Road-Hwy 24 intersection. Similarly, the residents of "Red Canyon Place" residential neighborhood on the southwest corner of Ridge Road-Hwy 24 intersection would be severely disadvantaged getting to and from their homes without continued access directly from Hwy 24 to Ridge Road. Thank you for this opportunity to participate in planning for the future of the Westside and the Colorado Highway System.	**Response to Comment #35j:** CDOT considered a variety of design options for this intersection, including construction of an interchange, an overpass, or maintaining the existing, at-grade signalized intersection. Future traffic projections indicate relatively low traffic volumes at Ridge Road by the year 2035. These traffic projections are too low to justify the construction cost of the ramps and earthwork associated with an interchange at Ridge Road. Because 21st Street and 31st Street are important regional connections, the Proposed Action would maintain access through the construction of interchanges at these locations, and an overpass is proposed for Ridge Road. An overpass at Ridge Road would improve traffic flow on US 24 and provide safer access than an at-grade signalized intersection. The overpass at Ridge Road creates a more circuitous route for accessing the residential neighborhoods, but the traffic that would be rerouted by this change in access can be effectively accommodated on 31st Street, Manitou Avenue, and Colorado Avenue and would give more exposure to businesses. In addition to improving mobility and safety on US 24 for vehicle traffic, constructing US 24 as an overpass over Ridge Road will allow non-motorized users to access Red Rock Canyon Open Space from the Midland Trail or Colorado Avenue without having to cross US 24 at-grade. Ramps providing direct access to Ridge Road from US 24 are not precluded by the project and, if desired, could be built by local municipalities in the future as noted in **Section 2.6, Options not Precluded by the Proposed Action** of the US 24 West EA. CDOT will provide signage to direct motorists to the new access point for Red Rock Canyon Open Space.

35j

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 36 **Name: Unknown #2 (Public hearing attendee as reported to project staff)** ***Public Hearing***	**Response to Comment #36**
36 One person at the meeting suggested that CDOT should acquire land or get an easement toward the south end of the United State Air Force Academy and create a road that goes west from I-25, over the mountains and down into Woodland Park. The commenter felt this would alleviate the congestion on US 24 and reduce or eliminate the need for added lanes on US 24. [NOTE: CDOT prefers to have comments submitted directly in writing or made to the court reporter at the public meeting to ensure they are recorded accurately. In this case, as specifically requested by the citizen, the CDOT representative agreed to accept this verbal comment for the official record.]	The Pikes Peak Area Council of Governments regional travel demand model includes El Paso County and Teller County. Growth and development in all areas of both counties attract trips between the two counties. The modeling results suggest that an additional route over the Front Range north of Colorado Springs would not divert enough traffic from US 24 to improve the existing or future projected congested conditions in the study area. An alternate route would not address the issues identified in **Chapter 1, Purpose and Need**, of the US 24 West EA.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 37 **Name: Krueger, Ray** ***Website***	**Response to Comment #37**
37 Page 1-2, lines 41-44 incorrectly mention an express bus commuter service which refers to the Ute Pass Express terminated by Mountain Metro Transit several months ago.	The last day of service for the Ute Pass Express was October 28, 2011. This information has been added to **Chapter 3, Revisions and Clarifications to the US 24 West Environmental Assessment**, of this FONSI.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 38 **Name: Fleming, Daniel** **Colorado Springs** ***Website***	**Response to Comment #38**
38a My concern is the total possible destruction of the botanical garden. i.e., the Secret Garden at 19th Street. With hundred year old trees we would lose some totally unique to the west side along with Colorado. This site cannot be moved and would put it out of business and destroy a man's lifetime work. Contrary to what has been said not all of the 77 businesses can be moved and on your maps you show this as an empty two guest cottages and a guest chapel wedding event site and reception area.	**Response to Comment #38a:** CDOT assumes you are referring to the right-of-way atlas, but apologizes for mischaracterizing the Secret Garden. The Secret Garden Wedding Event Site and Nursery, located at 420 South 19th Street, has been identified for acquisition under the Proposed Action to accommodate the interchange ramp at 21st Street. Given the urban nature of the corridor, measures to avoid and minimize impacts to public and private property were considered by the project team. The Proposed Action represents the efforts to minimize impacts to property and meet the purpose and need for the project. It is not possible to avoid this business without shifting US 24 to the south, which would otherwise result in the removal of the historic former Midland Terminal Railroad Roundhouse or numerous businesses and residences. As stated in **Section 3.3, Right-of-Way**, of the US 24 West EA, reasonable attempts will be made to relocate each business within 10 miles of the project corridor and CDOT will work with each individual business owner being relocated. A right-of-way specialist will be assigned to each property owner to assist in the process and to help identify comparable properties to the one being acquired. CDOT considers individual property owner needs (including zoning, parking, access, location, and in this case guest accommodations and wedding site needs) in the relocation process.
38b We can't believe you wish to pave paradise for a road. 21st Street in not needed with its bypass to send that type of traffic past the church on Colorado is ridiculous. You should only have major access at 8th and 31st and have just side access at 21st.	**Response to Comment #38b:** The existing 21st Street intersection at US 24 is highly congested during the morning peak traffic hour, and future traffic projections indicate that congestion and delays will also occur in the evening peak by 2035. The Proposed Action includes a grade-separated interchange at 21st Street and US 24 to reduce congestion and minimize traffic delays. CDOT will continue to provide access at 8th Street, 21st Street, and 31st Street to accommodate future traffic access needs.
38c You need to reevaluate this concept and update your maps since they are outdated already. The area changes every year. Thank you and have a good day.	**Response to Comment #38c:** CDOT attempts to present the most recent information about known project corridor conditions during the preparation of the environmental document.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 39 **Name: Jordan, Kenyon** **Colorado Springs** ***Website***	**Response to Comment #39**
39a 1. Do the 8th Street interchange work first and then work with local officials to assess what if any work in the EA needs to be soon thereafter. There is the chance that the 8th Street improvements will solve the bulk of the traffic problems on the highway. The only possible exception could be the need to replace the bridge over Fountain Creek just east of 21st Street.	**Response to Comment #39a:** The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor and construction is expected to begin in 2014. Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project. Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI.
39b The current bridge design limits the length of the left-turn lane for westbound highway motorists, which causes rush-hour backups, and that problem is likely to get worse after Gold Hill Mesa opens its commercial area in a year or two.	**Response to Comment #39b:** It is correct that the width of the existing bridge limits the length of the westbound left turn lane on US 24 at the 21st Street intersection. As you note, additional development in Gold Hill Mesa could cause traffic backups in this area to worsen. The traffic model used to evaluate the Proposed Action took the planned development at Gold Hill Mesa into account. The Proposed Action would reconstruct the bridge over Fountain Creek for all westbound US 24 traffic. Vehicles opting to turn left onto 21st Street southbound exit the highway before this bridge, cross a new bridge that spans Fountain Creek, and proceed though the single point diamond interchange underneath the US 24 highway through traffic. See detailed maps of the intersection included in **Appendix A** of the US 24 West EA.
39c 2. Include the proposed pedestrian bridge at 25th and Hwy 24 in the EA as a project that could be built "by others." Reasons for its need: Vehicle traffic is light on 25th (dead end on south side now and will be on both sides after the Envision 24 project); a bridge would provide a safer pedestrian access than the wider 26th&24 intersection described in the EA; a bridge would better tie together the Midland area with Old Colorado City, especially for children and the elderly (e.g., Midland Elementary and Silver Key Senior Services); and could even increase the number of Old Colorado City shoppers. This would also save costs on the US 24 West project because the bridge at Naegele and 25th (to be rehabbed by the Pikes Peak Regional Transportation Authority in 2014) would not have to be removed.	**Response to Comment #39c:** As discussed in **Section 2.4, Description of the Proposed Action**, of the US 24 West EA, to facilitate safe pedestrian crossing of US 24 and to meet the project Purpose and Need, sidewalks will be constructed along each of the US 24 cross streets, including Ridge Road, 31st Street, 26th Street, 21st Street, and 8th Street. Traffic signals will be designed to allow safe and adequate crossing time for pedestrians. The Proposed Action will accommodate construction of a 25th Street pedestrian overpass as a project that could be built by others in the future, as noted in **Section 2.3, Options not Precluded by the Proposed Action**, in this FONSI. The general location of the pedestrian bridge over US 24 at 25th Street is shown in **Exhibit 3-3**. The pedestrian overpass was not included as a part of this project because pedestrian crossings can be safely accommodated one block away at the proposed US 24 and 26th Street intersection.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 39 Name: Jordan, Kenyon **Colorado Springs** ***Website (continued)***	**Response to Comment #39 (continued)**
39d 3. Be more specific about the placement of the Prospector statue if it is moved to 26th Street. It should have a position of high visibility, as it does now.	**Response to Comment #39d:** The specific location of the relocated Prospector statue has not been determined at this time. As defined in **Exhibit 4.1, Summary of Impacts and Mitigation, US 24 West EA**, in this FONSI, CDOT will coordinate with the community and Colorado Springs Parks, Recreation & Cultural Services Department to identify a location. One potential site for relocation is in Vermijo Park at 26th Street.
39e 4. Be more specific about the impacts to Vermijo Park during construction in that area. Will the park need to be closed or the ball field become unusable? If so, for how long?	**Response to Comment #39e:** As discussed in **Chapter 6, Section 4(f) Analysis** and **Section 3.5, Parks, Trails, and Recreation Resources**, of the US 24 West EA, 0.1 acres of Vermijo Park will be permanently acquired to accommodate sidewalk improvements along 26th Street. Additionally, 2.2 acres of the park along the southern and eastern boundaries would be temporarily impacted during construction to allow for the improvements to Fountain Creek including the wider 26th Street bridge spanning the creek. These improvements encroach onto the baseball field, making it not a viable regulation baseball field, and thus the field would be removed completely. Due to the limited area of the park, the field cannot be relocated within the park. To mitigate this larger impact to the baseball field, CDOT will contribute monetarily to the City of Colorado Springs to fund a park plan, as described in **Exhibit 4-1, Summary of Impacts and Mitigation Commitments**, in this FONSI. Full or partial closures of the park may occur during construction. CDOT will coordinate construction activities and provide advanced notice of temporary closures of park functions to the City of Colorado Springs' Parks, Recreation, and Cultural Services Department, TOPS, and park users during construction.
39f 5. Reconsider the EA's decision not to include ramps at Ridge Road except as a project by others. Visitors to the area will welcome such improvements. The alternative is to send people down to 31st Street, which already has traffic issues between the highway and Colorado Avenue that are not being addressed by this project.	**Response to Comment #39f:** The Proposed Action would construct US 24 as an overpass over Ridge Road, removing direct access to Ridge Road. Changes to this existing at-grade intersection are necessary to address the mobility and safety problems, as discussed in the US 24 West EA. CDOT considered a variety of design options for this intersection, including construction of an interchange, an overpass, or maintaining the existing, at-grade signalized intersection. Future traffic projections indicate relatively low traffic volumes at Ridge Road by the year 2035. These traffic projections are too low to justify the construction cost of the ramps and earthwork associated with an interchange at Ridge Road.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment		Response
Comment Number: 39	**Name: Jordan, Kenyon** **Colorado Springs** ***Website (continued)***	**Response to Comment #39 (continued)** **Response to Comment #39f (continued):** The traffic that would be rerouted by this change in access can be effectively accommodated on 31st Street, Manitou Avenue, and Colorado Avenue. In addition to improving mobility and safety on US 24 for vehicle traffic, constructing US 24 as an overpass over Ridge Road will allow non-motorized users to access Red Rock Canyon Open Space from the Midland Trail or Colorado Avenue without having to cross US 24 at-grade. Ramps providing direct access to Ridge Road from US 24 are not precluded by the project and, if desired, could be built by local municipalities in the future as noted in **Section 2.6, Options not Precluded by the Proposed Action**, of the US 24 West EA.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 40 **Name: Bates, Don** **Colorado Springs** ***Website***	**Response to Comment #40**
40 As an active business man at the above location for the past 53 years, with customers in Colorado Springs, Manitou Springs\, Ute pass, Woodland Park and Teller County. it is imperative for both me and my clients to have the US 24 West project completed ASAP.	Future funding availability will play a major role in determining when final design, right-of-way acquisition, and construction begin and the priority and schedule under which the future packages can be implemented. **Section 2.5, Project Implementation**, of the US 24 West EA discusses the funding and phased implementation of the project.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 41 **Name: Maxwell, Michael** **Colorado Springs** ***Website***	**Response to Comment #41**
41a As an out of state owner/partner in property at 2264 Naegele Road, Colorado Springs, Colorado, which is affected by the proposed improvements on US 24 West, I have followed the various studies conducted with great interest. I wholeheartedly add my support to the EA document reports on the environmental impacts of the proposed safety and capacity improvements on US 24 West.	**Response to Comment #41a:** Comment noted.
41b I certainly would like to see the interchange improvements at both 26th and 31st streets to improve traffic flow and the addition of off and on ramps from Hwy 24 at Ridge Road. Thank you very much for your work.	**Response to Comment #41b:** As noted in **Chapter 2, Alternatives**, of the US 24 West EA, interchange improvements were considered as part of the US 24 Freeway Alternative, which proposed interchanges or overpasses at all cross streets. Interchanges must be spaced at least 1-mile or more apart, per federal interchange spacing guidelines, to operate safely. The intersections of US 24 with 21st Street, 26th Street, 31st Street, and Ridge Road are spaced less than 1-mile apart, and constructing an interchange at each location would violate these spacing guidelines. Because 21st Street and 31st Street are important regional connections, the US 24 Freeway Alternative proposed to maintain access through the construction of interchanges at these locations, and overpasses were proposed for 26th Street and Ridge Road. The US 24 Freeway Alternative was discontinued from further evaluation because it did not provide the connectivity needed by local travelers at locations such as 26th Street, was not consistent with the surrounding neighborhood context, and generally lacked community support. The Proposed Action best balances the needs of both local and regional travelers, maintains access at 26th Street and 31st Street, and meets the project purpose and need. Please refer to **Comment #5d** for more information regarding the addition of ramps at Ridge Road. The next two cross streets west of 21st Street (26th Street and 31st Street) are proposed to intersect US 24 at grade with signalized intersections. The traffic volumes on these cross streets are not forecasted to be as high as on 8th Street and 21st Street (specific traffic volume information is contained in *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA). Thus, the lower total traffic volume moving through these intersections does not suggest the need to construct an interchange to provide an adequate Level of Service.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 42 **Name: Bradley, Gary L.** **Colorado Springs** ***Website***	**Response to Comment #42**
It is with enthusiasm that I add my support of the EA document reports on the environmental impacts of the proposed safety and capacity improvements to US 24 West. I have attended meeting, reviewed the report and find that project team has struck a balance between the various points of view and the challenges of accommodating multiple users. I personally would like to see interchange improvements at both 26th and 31st to improve traffic flow and the addition of off and on ramps from Hwy24 at Ridge Road. But, I understand budget limitations. I commend the Project Team for their work and results.	Comment noted. Please see **Comment #41b** for more information regarding interchanges at 26th Street and 31st Street.

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EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 43 **Name: Matthews, Sandra** **Colorado Springs** ***Letter***	**Response to Comment #43**
43a 1. You claim the number of car trips on Highway 24 is going to grow by thousands within the next few years. Since the city is growing to the east and the north, where are these car trips coming from? The traffic on Highway 24 is not busy enough most of the time to warrant widening it to 3 lanes each direction. Occasionally in the summer when people go to the mountains for the weekend there may be a heavier flow of traffic which is usually in the evening when they are returning, not all day. The times we've had major traffic problems is when construction is being done on Highway 24, 8th Street or 21st Street.	**Response to Comment #43a:** The traffic forecasting analysis for the corridor was done using the Pikes Peak Area Council of Governments model for the region. As detailed in *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA, the existing US 24 intersections with 8th Street and 21st Street operate in a failure condition in the weekday morning peak hour. In the weekday evening peak hour, the 8th Street intersection currently operates at Level of Service E, which is considered operationally unacceptable by the City of Colorado Springs. The Proposed Action defined in **Chapter 1, Purpose and Need**, of the US 24 West EA, includes three lanes in each direction on US 24 for the segments that intersect 26th Street and 31st Street at-grade. The additional lanes are necessary to accommodate the additional traffic growth forecasted by the regional travel demand model.
43b 2. I believe by fixing the I-25 and Highway 24 interchange you will solve the majority of the traffic problem on Highway 24. Having the 2 lights so close together contributes to the bottleneck problem. You said you were going to use the same type of interchange as at Garden of the Gods Road. I hope it is better than that interchange which is not easy to navigate.	**Response to Comment #43b:** The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor, and construction is expected to begin in 2014. However, as detailed in the *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA, the future traffic volumes forecasted for 2035 illustrate unacceptable levels of congestion and travel delay at several of the at-grade intersections throughout the project area (8th Street, 21st Street, 31st Street, and Ridge Road), not just at I-25. Construction of the Proposed Action will allow additional future traffic volumes to operate with less congestion and delay than the No Action Alternative. Exhibit 2-2 of this FONSI provides an illustration of how the I-25/US 24 interchange will operate. Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 43 **Name: Matthews, Sandra** **Colorado Springs** ***Letter (continued)***	**Response to Comment #43 (continued)**
43c 3. There is no need for a cut through at 15th Street. This would necessitate another light which would disrupt the flow of traffic. Very few people use the 14th Street exit now.	**Response to Comment #43c:** As noted in **Section 2.6, Options not Precluded by the Proposed Action**, of the US 24 West EA, the overpass is planned for 15th Street because this road currently intersects Colorado Avenue at a signalized intersection. A new traffic signal will not be constructed on Colorado Avenue as part of the 15th Street overpass. An overpass to provide additional access to Gold Hill Mesa will reduce some of the traffic traveling through the 21st Street interchange with US 24. Less traffic through the interchange area will decrease the delay and improve the Level of Service for drivers traveling through this intersection.
43d 4. You talk about a master plan for Vermijo Park. Vermijo Park is a small neighborhood park that few non-area folks use. You mention moving the miner statue to this park. That statue needs to be where many people will see it and welcome people to Old Colorado City, not hidden in a small neighborhood park. People enjoy seeing it as they pass by it on their drive on Highway 24.	**Response to Comment #43d:** The specific location of the relocated Prospector statue has not been determined at this time. As defined in **Exhibit 4.1, Summary of Impacts and Mitigation, US 24 West EA**, in this FONSI, CDOT will coordinate with the community and Colorado Springs Parks, Recreation & Cultural Services Department to identify a location.
43e 5. 21st Street does not have the problems you think. I live on that street and rarely have trouble turning from Highway 24 onto 21st Street or from 21st Street onto Highway 24, no matter what the time of day. If people are complaining that they can't turn because of traffic, maybe you need to adjust the timing of the light. I don't know anyone who goes to 26th Street because they can't make the turn at 21st Street. That would be going 2 miles at least out of one's way. Only time I've ever done that is when 21st Street was under construction and we had to go that way. To put an overpass at that spot and 8th Street is ridiculous. An overpass at 21st Street will overshadow the Roundhouse, which has recently been renovated and brought in many businesses. Every time I have seen where an overpass has been put in it has effectively killed any businesses on the streets under it.	**Response to Comment #43e:** As detailed in *Traffic Impact Analysis Technical Memorandum* in **Appendix C** of the US 24 West EA, the existing US 24 intersection with 21st Street operates at a Level of Service F in the morning peak hour. The additional traffic growth forecasted by the regional travel demand model will exacerbate this low Level of Service. In the evening peak hour, the Level of Service also decreases between the existing year and 2035. The intent of the interchange and associated 21st Street improvements included in the Proposed Action defined in **Chapter 1, Purpose and Need**, of the US 24 West EA, is to minimize delay, improve Level of Service, and shorten the travel time on US 24 and along 21st Street. The Proposed Action would not remove the former Midland Terminal Railroad Roundhouse. Please see **Section 3.4, Historic Properties** and *Historic Resources Survey and Effect Determination* in **Appendix C** of the US 24 West EA for more details on the project's impacts to the former Midland Terminal Railroad Roundhouse historic property. Aesthetic guidelines (**Appendix F** of the US 24 West EA) were developed as part of the US 24 West EA process in coordination with an Aesthetic Working Group. The guidelines will direct final design elements of the Proposed Action to ensure aesthetics elements are considered.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 43 **Name: Matthews, Sandra** **Colorado Springs** ***Letter (continued)***	**Response to Comment #43 (continued)**
43f 6. You claim Highway 24 is in a flood plain. This area hasn't flooded when we've gotten excessive rain or even had standing water, unlike other areas in town such as Austin Bluffs and Union and I-25 between the Bijou and Cimarron interchanges. Raising the level of the highway may cause problems we currently don't have.	**Response to Comment #43f:** As stated in **Section 3.2, Floodplains** of the US 24 EA and illustrated in Attachment A of the *Floodplain Technical Memorandum* n **Appendix C** of the US 24 West EA, more than two-thirds of US 24 in the study area is in the Federal Emergency Management Agency (FEMA) designated Fountain Creek 100-year floodplain; this is the area that is subject to flooding during a 100-year storm event. Smaller, more common storm events can still result in water levels over topping the creek channel banks, but water would not inundate the same extent as the 100-year event. The Proposed Action will be built to comply with current state and local standards to accommodate the 100-year flood water flow at nine bridges in the study area.
43g 7. You were talking about putting in walls for sound barriers for the neighborhoods. It has been found those walls to be ineffective in muffling sound besides being ugly, no matter what color you make them or what design you put on them.	**Response to Comment #43g:** A noise barrier must be tall enough and long enough to block the view of a highway from the area that is to be protected, the "receiver." Noise barriers are most effective for the first one or two rows of homes at distances up to 200 to 300 feet from the barrier. It is important to note that barriers are not designed to eliminate or block all noise. In practice, they reduce the sound from a highway by absorbing the sound, transmitting it, reflecting it back across the highway, or forcing it to take a longer path over and around the barrier. Effective noise barriers can noticeably reduce noise by 5 to 15 A-weighted decibels. To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense. All noise barrier material types are equally effective, acoustically, if they have this density.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 43 **Name: Matthews, Sandra** **Colorado Springs** ***Letter (continued)***	**Response to Comment #43 (continued)**
8. My biggest concern is the displacement of businesses. These aren't just businesses, they are neighborhood businesses which the residents of our area use on a regular basis. You said they can relocate. Where? Many of the businesses on Naegle Road have been there for at least 40 years. Where on this side of town are they suppose to go? You state the owner of Gold Hills Mesa is going to build a business area along the highway. When? It's taken years for the housing development to take off so who knows how long it will be before he builds a commercial area. You are not only impacting the services available to the neighborhood, you are affecting the livelihoods of many people. As I stated previously, every time an overpass has been put over an existing commercial area, you have drastically hurt the businesses under it. Many of the businesses you will be hurting are not chains or big box stores but family owned business that struggle in today's economy just to survive.	**Response to Comment #43h:** In areas where the existing right-of-way width is constrained, right-of-way acquisition would be required to accommodate highway improvements associated with the Proposed Action. Measures to avoid and minimize impacts to public and private property were considered by the project team. The Proposed Action represents the efforts to minimize impacts to property and meet the purpose and need for the project. Implementation of the Proposed Action would require the relocation of 64 businesses. **Section 3.3, Right-of-Way**, of the US 24 West EA discusses the comparable commercial properties survey conducted in 2008 as part of the US 24 West EA. This survey indicated that 13 comparable properties were available in the immediate study area, with an additional 18 available in a 10-mile radius. Because the project would likely be completed in individual packages due to funding constraints, the purchase of properties would also occur over multiple years based on these packages and would allow additional time for comparable housing to be located. Thus, CDOT expects that all businesses relocated by the project will be able to relocate within a 10-mile radius of the project.
9. Instead of spending money on Highway 24 I would rather see you spend funds redoing the interchange at North Academy Blvd. and I-25. That is a very tight turn and it is extremely scary to merge into the traffic on southbound I-25. Thank you for taking my concerns into consideration before embarking on this project. I believe there is a better use of taxpayer money than widening Highway 24, building overpasses and disrupting businesses.	**Response to Comment #43i:** Comment noted. There are many projects in the Pikes Peak Region competing for a limited pool of funding. In order to be considered for this funding, CDOT must complete the environmental clearance process. The preparation of the US 24 West EA and the approval of this FONSI allows funding to be allocated to improvements on US 24. The order in which improvements are made to US 24 or other regional projects will be determined through the regional priorities planning process for the Regional Transportation Plan completed by Pikes Peak Area Council of Governments and CDOT.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 44 **Name: Gardner, Bob** **Colorado Springs** ***Website***	**Response to Comment #44** Comment noted.
44 I support the EA doc report on the Env impact and proposed safety and capacity to US 24 W.	

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 45 **Name: Onstott, John** **Colorado Springs** ***Website***	**Response to Comment #45** Comment noted.
45 Wilson & Company: I am involved in several developments on the west side of Colorado Springs and have reviewed the Environmental Assessment or the US Hwy 24 West project. I like and approve the proposal and assessment and would recommend its implementation. Thank You.	

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 46 **Name: Vincent, Brinah** **Colorado Springs** ***Website***	**Response to Comment #46**
46a As homeowners in the Westbluff neighborhood (essentially W. Cucharras Street from Walnut to 8th), we do have some concerns about the proposed US 24 plan and what appears to be a lack of attention in the study to impact on the residences in the area and the lack of attention to issues of crime and homelessness at the Midland Trail entryway to America to the Beautiful Park.	**Response to Comment #46a:** The US 24 West EA analyzed the impacts of the Proposed Action on area residents through analysis of noise impacts, social and economic impacts, visual impacts, safety and mobility impacts, and parks impacts, among others. These impacts are analyzed in **Section 3.1, Transportation Resources, Section 3.5, Parks, Trails, and Recreation Resources, Section 3.6, Traffic Noise, and Section 3.7, Social Resources** of the US 24 West EA. As described in **Section 2.3, How the Community Helped Shape the Proposed Action**, of the US 24 West EA, community members recommended that the Proposed Action leave the underpass at I-25 into America the Beautiful Park open to bikes and pedestrians. The Midland Trail underpass of I-25 would remain open and not be impacted by the Proposed Action. As part of the Proposed Action, parks and park accesses are designed to enhance visibility to discourage trespass of highway right-of-way by homeless persons and to discourage occupancy by homeless of local parks and trails. CDOT will continue to work with the surrounding community during final design to ensure compatibility between the Proposed Action and the *Corridor Aesthetic Guidelines* (**Appendix F** of the US 24 West EA) to enhance pedestrian connections to America the Beautiful Park.
46b Early in the study period, there was some confusion over the residential nature of W. Cucharras from 7th to 8th Streets. While this has been resolved on study maps, testing for noise and view impacts seems to be absent. In fact, W. Cucharras at 7th to 8th Streets is the one residential area along US 24 that has unobstructed sight lines over the highway, albeit from an elevated height. With the proposed elevation of US 24 from the Interstate, Westbluff will be at eye level of US 24 at a distance of approximately 400 ft. With a lack of barriers between Westbluff and the highway, there will be an impact on these homes from both a sound and view perspective (and a negative impact on property values). While our neighborhood's height mitigated our proximity to US 24 in the past, this will be simply swept away. We would like to see closer study of the impact on the Westbluff neighborhood from a sound and view perspective to ensure that this particular group is not absorbing the negative impacts of the proposed plan to the benefit of the rest of the Westside with no effort to mitigate the impact on W. Cucharras/Westbluff neighbors.	**Response to Comment #46b:** CDOT engaged a collaborative, interdisciplinary team approach that involved stakeholders to develop a transportation facility that reflects community values, is sensitive to environmental community resources (including aesthetics) and meets the purpose and need for the project. Community residents played an important role in shaping alternatives, design options, mitigation, and the Proposed Action. See **Chapter 5, Agency Coordination and Public Involvement**, of the US 24 West EA for more information on how the community shaped the project.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 46 **Name: Vincent, Brinah** **Colorado Springs** ***Website (continued)***	**Response to Comment #46 (continued)** **Response to Comment #46b (continued):** CDOT understands your concern over the noise levels in the Westbluff neighborhood. A comprehensive noise analysis was conducted using the approved FHWA Traffic Noise Model 2.5 software to predict future traffic noise levels at sensitive receptors throughout the entire project corridor. The *Supplement to the Noise Impact and Abatement Analysis Technical Memorandum* provides detailed graphics of all the modeled receptor locations throughout the corridor. As illustrated on the figures, one Traffic Noise Model "receiver" was placed at each residence, business, park, and trail located within approximately 500 feet of US 24, including those in the Westbluff neighborhood. In addition, most of the residences located between 500 and 1,000 feet from US 24 were modeled. Finally, residences located adjacent to cross streets and along Colorado Avenue where improvements are proposed were modeled. Mitigation decisions were made from the predicted noise levels at individual receptor locations. Of the 30 residential receptors that were modeled east of 8th Street, two were predicted to exceed the maximum noise threshold. However, noise walls were not considered feasible at these two impacted residences because they have direct access onto Colorado Avenue and 8th Street, respectively. CDOT will continue to work with stakeholders during final design to ensure compatibility between the Proposed Action and the surrounding visual environment.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 46 **Name: Vincent, Brinah** **Colorado Springs** ***Website (continued)***	**Response to Comment #46 (continued)**
46c In addition, the section of the Midland Trail from 8th Street east to America the Beautiful Park has a history of issues with homeless populations and with crime. The impact of creating space that can further hide this section of Midland Trail from view (i.e. overpasses, etc.) appears to be absent entirely from the study. The brunt of problematic transient and criminal activity in this area is currently borne by the Westbluff neighborhood - the most convenient access point to the trail at that section. The possibility of increase in inappropriate foot traffic and criminal activity is obviously of concern for residents of W. Cucharras. And, the possibility of increase in criminal activity at the west entryway to America the Beautiful Park should be a concern to the city as well. We would like to see study and mitigation of potential impact on crime and homeless congregation as piece of the study before moving forward.	**Response to Comment #46c:** The highway redesign will attempt to correct roadway deficiencies that relate directly to congestion, improved traffic flow, increased traffic, and enhanced overall safety. Park and park access are designed to enhance visibility to discourage trespass of highway right of way by homeless persons and to discourage occupancy by homeless of local parks/trails. CDOT will continue to work with the surrounding community during final design to ensure compatibility between the Proposed Action and the *Corridor Aesthetic Guidelines* (**Appendix F** of the US 24 West EA) to enhance pedestrian connections to America the Beautiful Park. The homeless population in Colorado Springs is not under the purview of CDOT. The City of Colorado Springs administers a Homeless Prevention and Rapid Re-Housing Grant Program that funds agencies that provide benefits to the homeless.
46d Please understand that we are not opposed to the US 24 project, and see the need for bettering transit routes to the mountains both for tourists and residents. We are simply concerned that the negative impacts be mitigated as much as possible so that the positive impacts can truly be shared equally by all Westside residents.	**Response to Comment #46d:** CDOT will provide mitigation for the impacts generated by the Proposed Action, and the mitigation commitments are detailed in **Chapter 4, Impacts, Mitigation Measures, and Permit Requirements** of this FONSI.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 47 **Name: Bradley, Anne** **Colorado Springs** ***Website***	**Response to Comment #47**
47 As a long term Colorado Springs resident who uses US 24 West I am pleased to add my approval of EA Document on the Environmental impacts for the proposed capacity improvement to the highway. I am particularly impressed with your attention to completing the Midland Trail and to landscaping approaches in the urban section of the project. Thanks to the project team for a job well done….	Comment noted.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 48 **Name: Foster, Mia** **Colorado Springs** ***Website***	**Response to Comment #48**
48a Please fix the Hyw24/I25 interchange and do nothing else. As a more than 25 year resident of the area between 31st and Ridge Rd, and retired firefighter, I fail to see any benefit to the 24 widening proposal. It will not improve traffic flow. It does nothing to address the bottleneck caused by vehicles using Ute Pass, and in fact will increase it by more than 33 percent at current traffic volumes with corresponding negative impact to air, water, noise and light pollution.	**Response to Comment #48a:** The I-25/US 24 interchange improvements have been identified as the highest priority on the corridor, and construction is expected to begin in 2014. However, as detailed in the *Traffic Impact Analysis Technical Memorandum* in Appendix C of the US 24 West EA, four of the signalized intersections will experience unacceptable levels of congestion in the evening peak hours in 2035 under the No Action Alternative – 8th Street, 21st Street, 31st Street, and the northbound I-25 ramps. Ridge Road, the unsignalized intersection in the project area, will also operate with unacceptable delays in the evening peak hour in 2035 under the No Action Alternative. Addressing only the I-25/US 24 interchange would not improve the traffic flow at any of the other intersections in the study area. The Proposed Action provides better intersection traffic flow in the evening peak hour with less delay than the No Action Alternative. The projected travel time along the length of the study corridor is approximately 8.5 minutes for both directions for the Proposed Action as compared to 14 minutes for the eastbound and 18 minutes for the westbound direction for the No Action Alternative. As a point of clarification, traffic volumes between I-25 and 8th Street are projected to increase by 33 percent between Existing 2005 volumes and 2035 No Action volumes. This increase in traffic volumes is principally a function of population and employment growth in the region. With the Proposed Action, traffic volumes between I-25 and 8th Street are predicted to increase 20 percent (eastbound) and 26 percent (westbound) over the volumes that would occur with the No Action Alternative. This increase over No Action volumes is a function of the highway being able to accommodate additional traffic. Clarification regarding implementation of the I-25/US 24 interchange is provided in **Section 1.3** of this FONSI. The loop ramp is part of the US 24 West project. For a description of potential impacts to air, water, noise, and light pollution, see **Chapter 3, Affected Environment and Environmental Consequences**, of the US 24 West EA.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 48 **Name: Foster, Mia** **Colorado Springs** ***Website (continued)***	**Response to Comment #48 (continued)**
48b Local businesses will be eliminated as well as disruption to waterways, topography and those of us who call the area home.	**Response to Comment #48b:** A total of 64 businesses would need to be relocated from their current location as a result of the Proposed Action. There is a potential for some of these businesses to relocate within the study area and all could relocate within a 10-mile radius. Employees of the relocated businesses would have to travel to a new location to maintain their employment or find employment elsewhere, but as stated above, the businesses could relocate within a 10-mile radius. Much of the economic activity from these businesses is for goods and services with demand from the surrounding market area, which would likely still be available to the Westside community. **Section 3.3, Right-of-Way**, of the US 24 West EA discusses how all property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Mitigation will be provided by CDOT to offset impacts to environmental resources within the study area. A description of specific impacts to water and social resources and corresponding mitigation measures are discussed in more detail in **Exhibit 4-1** on this FONSI, beginning at page 4-2.
48c How is this good? Looking at the glossy brochure "shifting gears" it is obvious that you did NOT listen to the locals and wasted a lot of money with your extravagant dreams. Save my taxpayer money, do nothing, do no harm and take your ridiculous impractical schemes somewhere else.	**Response to Comment #48c:** Throughout the development of the alternatives, CDOT has conducted extensive public involvement and held numerous open houses, workshops, and meetings within the neighborhood. Input received from these meetings was used to develop and revise the Proposed Action. Specific examples of some of these ideas are shown in **Exhibit 5-1** in **Chapter 5, Agency Coordination and Public Involvement**, of the US 24 West EA. Consideration of a wide variety of comments received for this project often requires careful consideration of conflicting ideas and opinions. CDOT strives to find the balance that best meets the purpose and need, as defined by the project stakeholders, and summarized in **Chapter 1, Purpose and Need**, of the US 24 West EA.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 49 **Name: Koerner, Bill** **Colorado Springs** **Website**	**Response to Comment #49**
49 Great job on the EA. After looking at the GOG single diamond, it appears to be difficult for Bikes and Peds to know where to cross and to cross safely. I'm hoping that the US 24W design will address.	Comment noted. At this time, design of pedestrian crossings remains preliminary and only general locations are identified. Detailed pedestrian facilities will be developed during final engineering design, in coordination with the City of Colorado Springs.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 50 **Name: Erwin, Chuck** **Colorado Springs** ***Website***	**Response to Comment #50**
50a Replace ALL signals with grade separated interchanges. This has the greatest impact on congestion, and will reduce traffic on Colorado Ave., as US 24 will have far less drive times. Otherwise, some congestion will still exist at the signals either right after, or soon after the project is completed. That congestion will encourage motorists to use Colorado Ave. to avoid it, thus increasing traffic on Colorado Ave., similar to what occurs today.	**Response to Comment #50a:** A US 24 all-grade-separated alternative (described as the US 24 Freeway Alternative in **Section 2.1.3, Step Three: Refine Potential Solutions to Become Alternatives**, of the US 24 West EA) was considered during the alternatives development step. The US 24 Freeway Alternative included four through-lanes in each direction with interchanges at I-25, 8th Street, 21st Street, 31st Street, and Manitou Avenue, eliminating the traffic lights at these locations along the corridor. The US 24 Freeway Alternative was discontinued from further consideration because it did not provide the connectivity needed by local travelers, was not consistent with the surrounding neighborhood context, and generally lacked community support. The Proposed Action best balances the needs of both local and regional travelers and meets the project purpose and need. The traffic model used to evaluate the Proposed Action indicates that the project will sufficiently address congestion on US 24 such that "cut-through" traffic caused by motorists attempting to avoid congested areas onto other roadways such as Colorado Avenue is not expected. See **Chapter 2, Alternatives**, of the US 24 West EA for more information regarding the screening of alternatives.
50b Delete shoulders over bridges to save the old Van Briggle pottery building. This allows the interchange to be built without removing the building, as the highway's footprint is reduced.	**Response to Comment #50b:** The Proposed Action would not remove the former Midland Terminal Railroad Roundhouse. Please see **Section 3.4, Historic Properties** and *Historic Resources Survey and Effect Determination* in **Appendix C** of the US 24 West EA for more details on the project's impacts to the former Midland Terminal Railroad Roundhouse historic property.
50c The alternate mode portion (trails) need not be part of the project, and should instead utilize TOPS dollars, not highway dollars. This saves money for our highways.	**Response to Comment #50c:** CDOT is a multimodal transportation agency. CDOT Policy Directive 1602 directs CDOT to include the needs of bicyclists and pedestrians in the planning, design, and operation of transportation facilities, as a matter of routine. Mobility for all users of the US 24 corridor was considered when developing the Proposed Action to meet the project Purpose and Need.

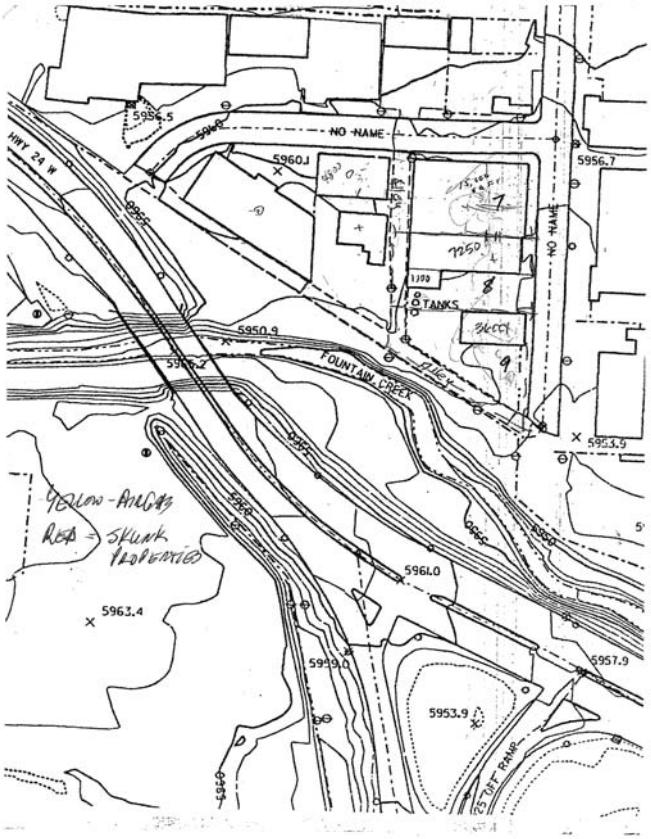
EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 50 **Name: Erwin, Chuck** **Colorado Springs** ***Website (continued)***	**Response to Comment #50 (continued)**
50d Last, but not least, save as many trees along Fountain Creek, and other areas as possible, wand do not remove all existing pavement to the dirt and repave.	**Response to Comment #50c (continued):** (including trails) unless there is no feasible and prudent alternative to that use and the action must then minimize the harm to the property resulting from such use. Because the Proposed Action impacts portions of the 2.8-mile Midland Trail, it must be mitigated in a manner agreed upon by the resource owner as per the Section 4(f) regulations. The impact to the Midland Trail would be mitigated by realigning the trail between 8th Street and 11th Street. This concurrence with the City of Colorado Springs Parks, Recreation & Cultural Services Department is included in **Appendix I** of the US 24 West EA. Additional information regarding the specific impacts to the trails and all other protected properties that are impacted within the corridor is discussed in **Chapter 4, Section 4(f), Evaluation**, of the US 24 West EA.
50e No roadway reconstruction unless the road must be elevated for the interchange, and only along the elevated portion. This saves money, and lessens the impact of the construction project on our air quality. Replace only the bridges that must be replaced. Rehabilitate the others. Widen bridges instead of replacing them. This saves money, and lessens construction time.	**Response to Comment #50d:** CDOT will continue to examine design refinements during final design in order to minimize impacts to the existing vegetation in the corridor. As discussed in **Exhibit 4-1** of this FONSI, any areas that will be disturbed due to re-grading of the Fountain Creek channel will be stabilized and re-vegetated with native species. Trees that are greater than 2 inches in diameter at breast height will be mitigated at a 1-to-1 basis. Non-native trees will be replaced with native trees. **Response to Comment #50e:** There is a short distance between the beginning of one intersection or interchange and the end of the next. Ramp lengths and turn lanes extend to the east/west beyond the immediate footprint of the intersection. The current design does utilize as much of the existing roadway footprint as suggested. Areas that do match the existing roadway horizontally and vertically may be salvaged as part of the design refinement process during final design. As discussed in **Section 3.2, Floodplains**, of the US 24 West EA, many of the bridges in the project area are not tall and/or wide enough to convey a major flood event in Fountain Creek. Widening the bridges would allow for the additional roadway width, however, the road could still be at risk of flooding or being washed out during a major storm.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 51 **Name: Engel, Steve** **Colorado Springs** ***Email***	**Response to Comment #51**
51a Thanks for summarizing our meeting. You did a great job capturing the essence of our goal as owner of the Roundhouse which is for the Roundhouse to maintain its currently successful business viability and vitality, and avoid any negative impacts to its historic character. And, we too, believe any improvements at S 21st Street and US 24 can be compatible with the Roundhouse both in scale and appearance.	**Response to Comment #51-a:** Comment noted.
51b To be more specific, we know both easy accessibility and high visibility are critical to maintain its success, and welcome the opportunity for input on future design considerations. Our goal for accessibility would be that we achieve instantly intuitive accessibility – that even a first time visitor would know how to access the property for an impulse purchase. And for visibility our goal would to achieve the lowest feasible elevation difference between the Roundhouse and the overpass with the elevated portion of the interchange the maximum feasible distance north of the Roundhouse. Additionally, to maintain effective visibility, we'd request CDOT assistance with sign variances to allow for signage at a height clearly readable at appropriate distances from both east and west bound drive lanes. Our concern is a 20-25' overpass "overshadows" the Roundhouse and traffic "overlooks" it, combined with our belief the larger the interchange the more intimidating the access to adjoining properties can be to many drivers.	**Response to Comment #51b:** CDOT understands your need to maintain visibility for and easy access to your business. In terms of visibility, CDOT has designed the US 24 overpass to meet the minimum 16.5 foot design requirement for US 24 to pass over 21st Street. Additionally, the US 24 bridge would be approximately 10 feet deep; this would mean a 27 foot change from existing conditions. CDOT has worked to minimize the difference in existing and proposed elevations as much as possible. Regarding access, the Proposed Action would not change the current driveway configuration at the property, so motorists would continue to access the property in the same manner as presently: a right turn at the driveway or Bott Avenue for southbound traffic and a dedicated left turn lane at Bott Avenue for northbound traffic on 21st Avenue. CDOT has worked to minimize the impacts to private property through preliminary design refinements and will continue to examine design refinements during final design in order to minimize property and business impacts.
51c	**Response to Comment #51c:** The Code of Colorado Regulations establishes regulations for roadside advertising and business signage within CDOT's right-of-way and the City of Colorado Springs adopted Ordinance 12-15 to regulate signage on private property within the city limits. If you are seeking to install a sign on the former Midland Terminal Railroad Roundhouse property, a sign permit would be under the purview of the City of Colorado Springs. To obtain detailed information on CDOT's signage policy along US 24, please contact CDOT at (719) 562-5519. For more information regarding Colorado Springs sign code, please call (719) 385-5905.
51d I am confirming that we would ask you forward our notes and comments to the project team for inclusion on the public record. Please also include me on any notices for upcoming traffic improvements. And, certainly we want to be on record that we want to maintain the Roundhouse as a successful, accessible, visible, and vital business property contributing to the economy of the Westside of Colorado Springs	**Response to Comment #51d:** The project mailing list has been updated and you will receive future mailings and meeting notices about the project.

EXHIBIT 5-4
Comments Received and CDOT Response to Comments (Continued)

Comment	Response
Comment Number: 52 **Name: Damman, Jack** ***Verbal conversation with CDOT Project Manager***	**Response to Comment #52**
52 Jack Damman, owner of the property at 306 S. Chestnut, had a verbal conversation with Dave Watt, Resident Engineer with CDOT. Mr. Damman said that there are additional affected properties beyond the one parcel the environmental assessment shows impacted (parcel 9 at 306 S Chestnut). The additional properties are currently occupied by Air Gas and are tied to the common business operations. The properties are parcel 7 and 8 on the attached map.	CDOT recognizes that parcels 7 and 8 in the graphic you provided have the potential to be impacted if parcel 9 at 306 S. Chestnut is acquired for the project, due to the common business operations. During final design of the Proposed Action, CDOT will determine final right-of-way needs; at that time, an assessment of impacts to all three properties will be determined. As discussed in **Section 3.3, Right-of-Way**, of the US 24 West EA, all property acquisition and relocation will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act.
	

Chapter 6 – Section 4(f) Evaluation

6.1 Introduction

The United States Department of Transportation (USDOT) Act of 1966 included a special provision – Section 4(f) – that expressly prohibits the FHWA and other USDOT agencies from using land from publicly owned parks, recreation areas (including recreational trails), wildlife and waterfowl refuges, or public and private historic properties unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property resulting from such use.

The analysis that follows evaluates the impacts of this project on Section 4(f) properties. It is prepared in compliance with Section 4(f) of the USDOT Act of 1966 and is supported by the analyses presented in the US 24 West EA and in the following materials contained in **Appendix C** of the US 24 West EA: *Historic Resources Survey and Effect Determination* (TEC, 2010), and the *Parks and Recreational Resources Technical Memorandum* (CH2M HILL, 2010).

6.2 Purpose and Need

The purpose of the project is to: 1) reduce congestion problems for travelers today and through the year 2035; 2) improve mobility for local trips within the US 24 corridor and regional trips through the US 24 corridor; and 3) improve connectivity to the multiple destinations accessible from the US 24 corridor. **Exhibit 6-1** shows the US 24 study area.

El Paso County has been among the fastest growing counties in the nation for the last three decades. When US 24 was built in 1964, the populations of El Paso County and Teller County totaled 146,000. In 2010, the populations of these counties totaled approximately 626,000, a figure forecast to grow by 330,000 to 956,000 by 2035 (State of Colorado, 2010). This growth means more drivers will be on the roadways. In addition, the average annual number of miles traveled by motorized vehicles more than doubled between 1982 and 2007 (Casper, 2008). This growth in vehicle travel means that roadways are used more heavily because people drive more miles each year than they did in the past. These two factors—substantially more people traveling substantially more miles—overload US 24 and side streets in the study area to the point that they no longer have adequate capacity for current and future travelers.

Congestion in the study area is caused by the high volume of traffic and the interruption of traffic flow on mainline US 24 at signalized intersections. Daily and peak hour traffic volumes have been increasing steadily over time, a trend that PPACG predicts will continue. If the capacity of US 24 and its intersections are not improved to handle more vehicles, congestion issues will grow as traffic volumes increase over time.

See **Chapter 1, Purpose and Need,** of the US 24 West EA for additional details.

EXHIBIT 6-1
US 24 Study Area

6.3 Proposed Action

All features of the Proposed Action would be designed for 50 miles per hour and meet or exceed American Association of State Highway and Transportation Officials standards. The Proposed Action is generally described in **Exhibit 6-2** and **Exhibit 6-3** and detailed in drawings included in **Appendix A** of the US 24 West EA. The Proposed Action on the US 24 corridor includes the following elements:

- Maintain four through-lanes (two in each direction) between I-25 and 21st Street.
- Add two through-lanes, between 21st Street and just west of Ridge Road, for a total of six through-lanes (three in each direction).
- Replace nine bridges on US 24 and cross streets to accommodate the profile changes to US 24. Over Fountain Creek, these bridges would be built to comply with current state and local standards to reduce flooding hazards in the study area.
- Due to replacement of the nine bridges, realign and widen Fountain Creek at bridge crossings and locations where the roadway overlaps the existing channel to provide an armored low-flow channel and a widened stabilized area to accommodate the 100-year flood.
- Build on-ramps from eastbound US 24 to I-25 consistent with updated design for the I-25/US 24 interchange. All other elements of this interchange will be built as part of the Proposed Action approved in the *I-25 Improvements through the Colorado Springs Urbanized Area EA* (CDOT, 2004).
- Naegle Road from 21st Street to 25th Street would be closed because the intersection of 21st Street and Naegle Road is too close to the US 24 and 21st Street interchange. There is inadequate room to provide a turn lane for vehicles at Naegle Road.
- The existing 25th Street bridge over Fountain Creek would be removed because it would no longer connect to Naegle Road and, therefore, provide no function. The existing 25th Street would be ended north of the Fountain Creek.
- Replace the existing at-grade intersections with interchanges at 8th Street and at 21st Street, which also includes directional interchange ramps and acceleration/deceleration lanes.
- Upgrade the US 24 and 26th Street at-grade intersection, which also includes left and right turn lanes.
- Widen the intersections of US 24 and 31st Street, and 31st Street and Colorado Avenue. South of US 24, 31st Street would be rebuilt to better align with the highway intersection.
- Replace the existing at-grade intersection with an overpass that carries US 24 over Ridge Road. Ridge Road would be widened between High Street and Colorado Avenue and improvements would be made to the Ridge Road and Colorado Avenue intersection.
- All improvements tie into the unimproved, existing US 24 approximately 1,800 feet west of Ridge Road. Because neither existing nor future congestion is a problem between Ridge Road and Manitou Avenue, no changes to US 24 are proposed west of Ridge Road.

EXHIBIT 6-2
Proposed Action – US 24 Corridor Overview

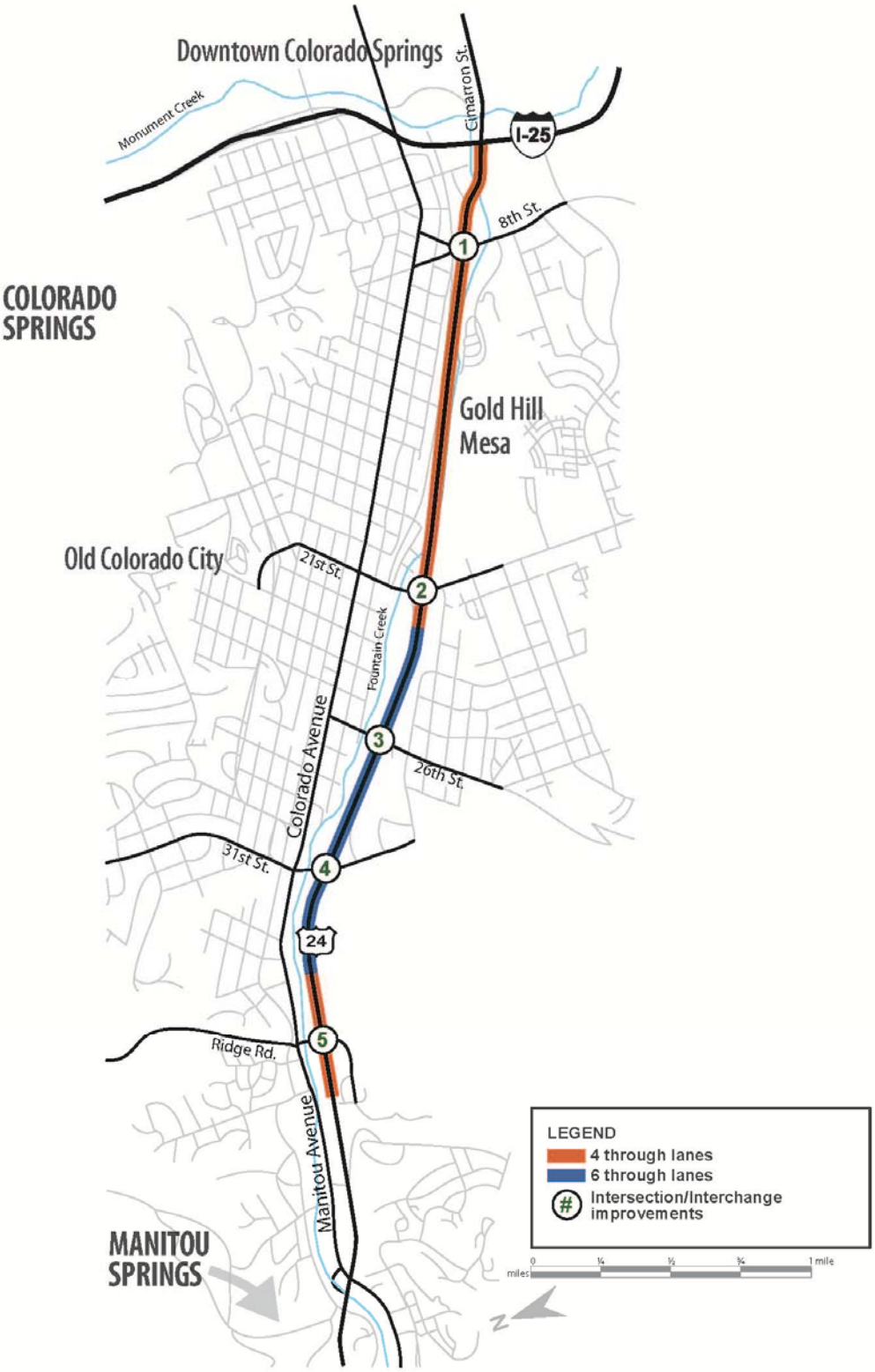
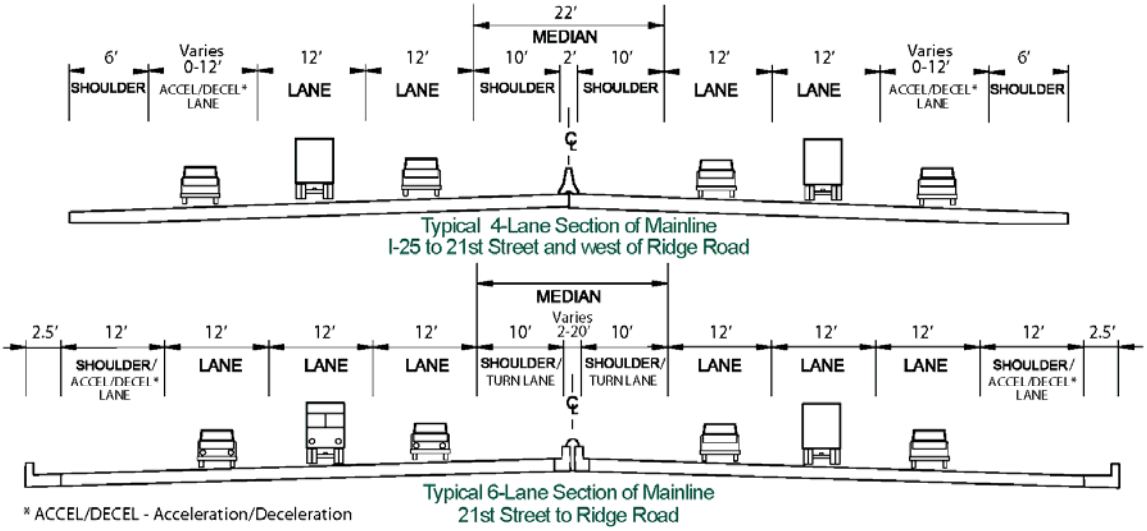
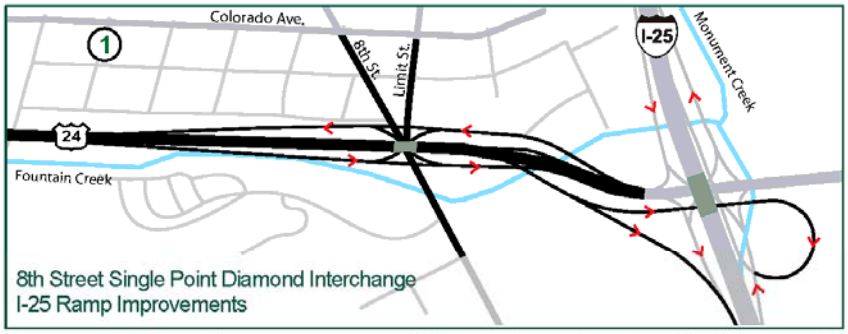
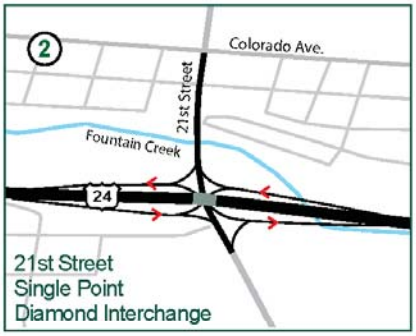
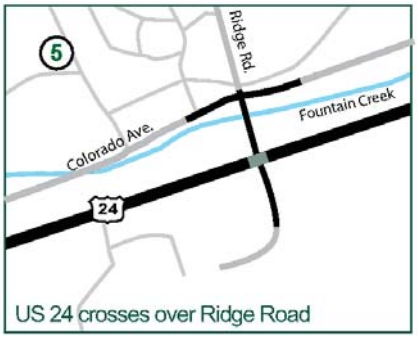


EXHIBIT 6-3
Proposed Action – Typical Section, Design Details









Note: Not to scale. Improvements are shown in old (black).

- Build sidewalks on the north-south cross streets at all intersections and as a part of all interchanges.
- Connect the Midland Trail from 21st to 25th Street, with north-south trail connections at each of the interchanges and intersections along the US 24 corridor. The trail would be built to meet the City of Colorado Springs' trail design standards and to allow clearance under the bridges for bicycle, pedestrian, and equestrian crossings. Completing this east-west bicycle and pedestrian trail system was an opportunity resulting from the required roadway right-of-way acquisitions and the channel re-grading required by the bridge replacements. The trail would improve pedestrian and bicycle mobility in the study area and is consistent with community planning.
- Incorporate Transportation System Management elements such as signal timing, turn lanes, and consideration for transit stops.

The Proposed Action also includes various environmental mitigation measures, such as enhancements to park and recreation resources, noise barriers, and permanent water quality features such as stormwater detention/treatment ponds.

6.4 Alternatives Analysis

Section 4(f) analysis requires a determination of whether feasible and prudent alternatives exist that avoid the use of Section 4(f) property. An alternative is considered feasible if it is technically possible to design and build. According to FHWA regulations (23 CFR 774.17), an alternative is not prudent if:

i. It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;

ii. It results in unacceptable safety or operational problems;

iii. After reasonable mitigation, it still causes:

   a. Severe social, economic, or environmental impacts;

   b. Severe disruption to established communities;

   c. Severe disproportionate impacts to minority or low-income populations; or

   d. Severe impacts to environmental resources protected under other federal statutes;

   e. It results in additional construction, maintenance, or operation costs of an extraordinary magnitude;

iv. It causes other unique problems or unusual factors; or

v. It involves multiple factors described above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

"Where sufficient analysis demonstrates that a particular alternative is not feasible and prudent, the consideration of that alternative as a viable alternative comes to an end. If a feasible and prudent alternative is identified that avoids the use of Section 4(f) properties, it must be selected" (FHWA, 2005).

No feasible and prudent avoidance alternative was identified for this project.

An extensive alternatives development process was conducted by the project team, as described in **Chapter 2, Alternatives,** of the US 24 West EA. Under a context sensitive design process, more

than 395 ideas were generated from the public to address transportation issues in the study area. The project team categorized these ideas into nine broadly defined potential solutions. Among the nine potential solutions analyzed, two considered improvements to alternate routes in order to avoid or minimize harm to Section 4(f) properties adjacent to US 24. These potential solutions were **Reconstruct Local Streets** and **Other Regional Routes**. The following is a brief description of each solution.

Upgrading local or parallel streets or providing traffic-calming features were considered under the **Reconstruct Local Streets** potential solution. One focus of this potential solution was to make improvements to Colorado Avenue, just north of US 24, to relieve traffic from US 24. When US 24 was originally constructed, it was intended to serve as a bypass to Colorado Avenue; however, the design team considered this option to avoid impacts to Section 4(f) properties along US 24. Adding capacity to Colorado Avenue, even by just removing the parking, was seen by the community as unacceptable and inconsistent with its adopted plans. The **Reconstruct Local Streets** potential solution was eliminated as it would not meet purpose and need because it would only provide minimal reduction of traffic congestion on US 24. Further, given the historic nature of the study area, it would likely impact other Section 4(f) properties.

Other Regional Routes were studied to avoid the US 24 corridor. Rebuilding Rampart Range Road, Mount Herman Road, and other regional routes (all of which are several miles outside the study area) were considered in the **Other Regional Routes** potential solution category. These potential solutions were eliminated because none of the routes met the purpose and need given that each route only captured a minimal number of vehicles from US 24 and, therefore, would not reduce congestion on US 24. Further, improvements to these routes outside the study area would not improve mobility for local trips within the US 24 corridor or improve north-south connectivity to the multiple destinations accessible from the US 24 corridor.

Using the nine potential solutions, three alternatives were developed, **the No Action Alternative, the US 24 Freeway Alternative,** and **the Midland Expressway Alternative (Proposed Action)**. These alternatives were screened against criteria developed from the project's purpose and need and evaluated with the Critical Issues and the Community Vision. These criteria included measuring the number of recorded historic sites within 500 feet of the edge of pavement, as well as the number of parks, trails, and recreation resources potentially affected.

While the No Action Alternative would avoid the use of Section 4(f) properties, it is not considered to be a prudent alternative because it does not address the purpose and need for the project. Both of the build alternatives are considered feasible and prudent, but would not avoid the use of Section 4(f) properties.

The design team minimized the right-of-way footprint for both build alternatives to the extent possible while still meeting design standards, capacity requirements, and minimum floodplain conditions. In most cases, uses of Section 4(f) properties were avoided through design modifications. However, impacts to Section 4(f) properties, such as buildings along Sheldon Avenue on the north side of US 24 near the proposed US 24 interchanges at 8th Street and 21st Street and intersection upgrades at 26th Street, could be avoided but would result in impacts to other Section 4(f) properties to the south, such as the former Midland Terminal Railroad Roundhouse (5EP194), which is an important historic property currently listed on the National Register. For these reasons, no feasible and prudent alternative to avoid use of all Section 4(f) properties was identified for this project.

Exhibit 6-4 summarizes the avoidance potential, feasibility, and prudence of the No Action, US 24 Freeway Alternative, and Midland Expressway Alternative (Proposed Action) for the project.

EXHIBIT 6-4
US 24 Alternatives

Alternative	Description	Does the Alternative Avoid Section 4(f) Property?	Is the Alternative Feasible?	Is the Alternative Prudent?
No Action	The No Action Alternative consists of existing transportation facilities and transportation projects committed to be built regardless of whether the Proposed Action is built. The No Action Alternative would not make any changes to existing US 24 beyond those that are already planned and funded.	**Yes**	**Yes**	**No. Not Prudent - 23 CFR 774.17(3.i,ii).** Does not address the purpose and need for the project and would result in unacceptable traffic operations.
US 24 Freeway	US 24 would be reconstructed as a high-capacity, free-flowing roadway with four through-lanes in each direction west of 8th Street. Interchanges at 8th Street, 21st Street, and 31st Street would provide access to and from US 24 between I-25 and Manitou Avenue; 26th Street and Ridge Road would be rebuilt as overpasses. Access to US 24 at 14th Street, 26th Street, and Ridge Road would be removed.	**No.** Requires the use of 21st Street pocket park, Vermijo Park, Midland Trail, five historic properties (5EP5285, 5EP5288, 5EP5335, 5EP5336, 5EP5218), and one historic district (5EP5364)	**Yes**	**Yes**
Midland Expressway (Proposed Action)	Includes two through-lanes in each direction from I-25 to 21st Street, and three through-lanes in each direction from west of 21st Street to Ridge Road. New interchanges are proposed at 8th Street and 21st Street, and improvement of intersections remaining at-grade at 26th Street and 31st Street. An overpass would be built to carry US 24 over Ridge Road. Access to US 24 at 14th Street would be removed.	**No.** Requires the use of 21st Street pocket park, Vermijo Park, Midland Trail, five historic properties (5EP5285, 5EP5288, 5EP5335, 5EP5336, 5EP5218), and one historic district (5EP5364)	**Yes**	**Yes**

Because all feasible and prudent alternatives use land from Section 4(f) properties, a least-harm analysis must be performed to determine which alternative would create the least overall harm to the Section 4(f) properties. In performing this analysis after mitigation, the net harm to the properties is the governing factor unless there are additional important environmental impacts that are non-Section 4(f) resources. For these alternatives, there are no impacts to important resources that need to be considered in assessing feasible and prudent alternatives.

6.5 Properties Evaluated and All Possible Planning to Minimize Harm

6.5.1 Parks and Recreation Properties

Three Section 4(f) park and recreation properties are within the construction limits for the Proposed Action: 21st Street pocket park, Vermijo Park, and Midland Trail. These properties are described below and detailed in the *Parks and Recreational Resources Technical Memorandum* (CH2M HILL, 2010) in **Appendix C** of the US 24 West EA. The two parks and the trail are owned and maintained by the City of Colorado Springs. Representatives from the City of Colorado Springs were engaged in the development of avoidance alternatives and worked with the design teams on the determination of mitigation where a use of publicly owned parks and trails properties occurs. A letter from CDOT to the City of Colorado Springs Parks, Recreation & Cultural Services Department regarding agreement for the use of these park and recreation resources is presented in **Appendix I** of the US 24 West EA.

6.5.1.1 21st Street Pocket Park

Property Description. The 21st Street pocket park is a small 1.5-acre park located at the intersection of US 24 and 21st Street. As shown in **Exhibit 6-5**, the park is bisected by Naegle Road. On the south, a landscaped mound holds the Prospector Sculpture, which is a landmark for the community, while on the north, the majority of the park is a paved parking lot with a small area for a picnic table and a walking path. The park is owned and maintained by the City of Colorado Springs and activities or events are not scheduled in this park.

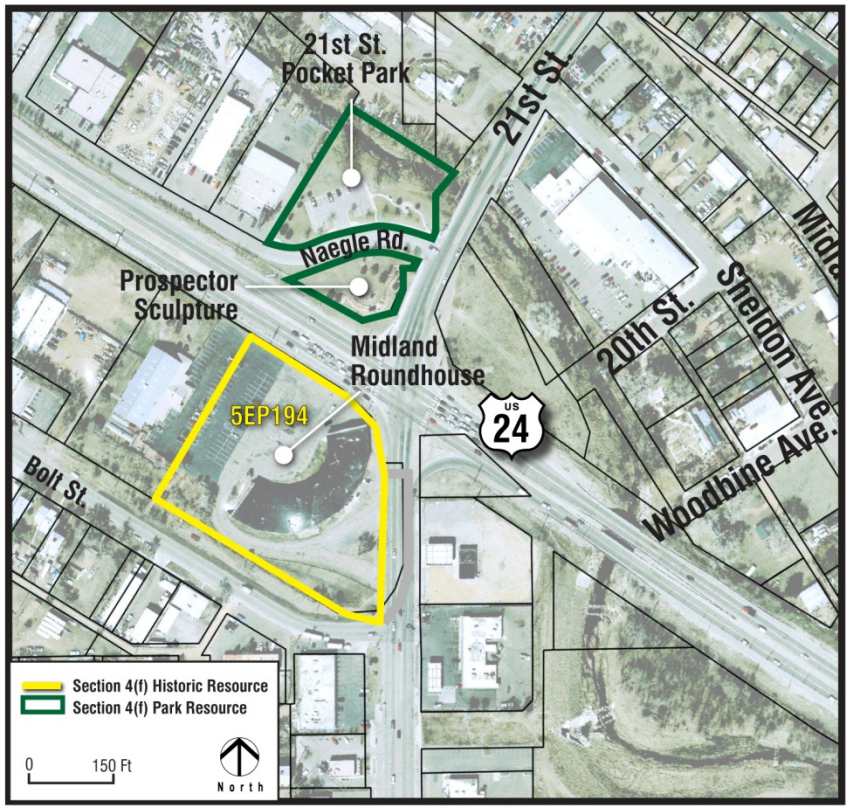
Section 4(f) Use. Both the US 24 Freeway Alternative and the Proposed Action would require the same new interchange at 21st Street, which would result in the total acquisition of the 21st Street pocket park. In this location, the interchange and highway widening would occur to the north to avoid impacts to the former Midland Terminal Railroad Roundhouse (5EP194), a Section 4(f) historic property. As shown in **Exhibit 6-5**, this new interchange would be built on a large portion of the 1.5-acre park. The remaining parcel of parkland would no longer be accessible due to its proximity to the interchange. The Prospector Sculpture would be relocated.

Prospector Sculpture at 21st Street Pocket Park

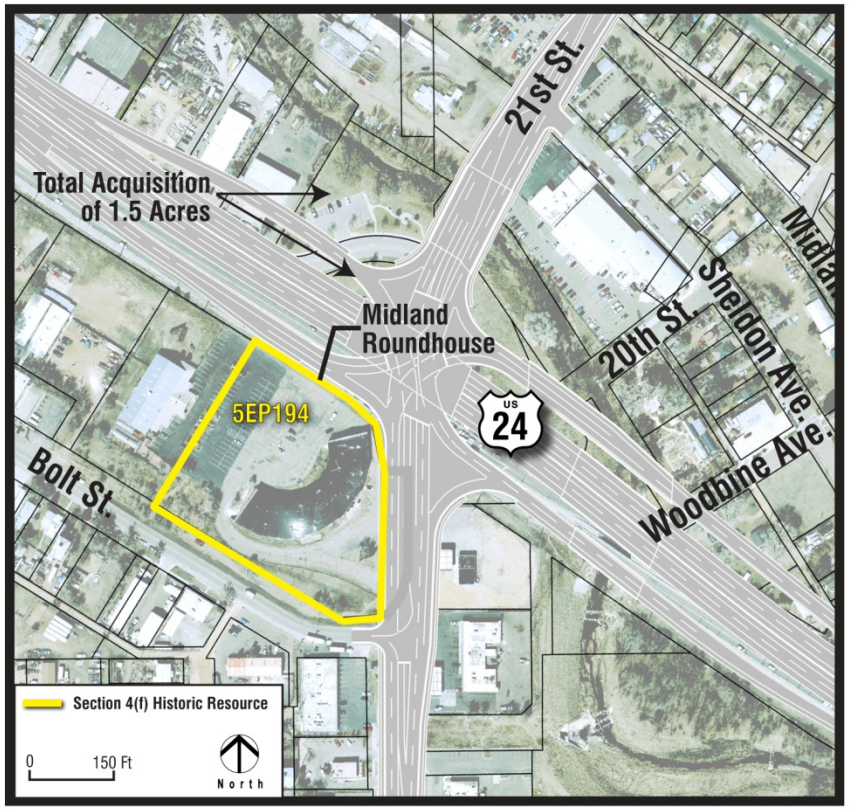
Measures to Avoid and Minimize Harm.
Avoidance: The project team evaluated six design options at this location for their potential to avoid impacts to the 21st Street pocket park. Five of the design options shifted the roadway to the north, maintaining the existing south right-of-way line of US 24 and one design option shifted US 24 to the south. All five interchange or intersection options that move US 24 to the north would require full acquisition of the 21st Street pocket park. These design options are shown in detail in **Appendix B** of the US 24 West EA and are listed below:

- **Design Option 10:** 21st Street Signalized Intersection
- **Design Option 11:** 21st Street Diamond Interchange with Loop
- **Design Option 12:** 21st Street Split Diamond Interchange with 18th Street
- **Design Option 13:** 21st Street Tight Diamond Interchange
- **Design Option 14:** 21st Street SPDI to the North

EXHIBIT 6-5
Proposed Action for Section 4(f) Use of 21st Street Pocket Park



Existing Condition



Proposed Action

The one option to move US 24 to the south, **Design Option 15**: 21st Street SPDI South, has the potential to avoid use of the 21st Street pocket park. To avoid impacting the former Midland Terminal Railroad Roundhouse, a historic Section 4(f) property, the designers would have to realign US 24 south of the Roundhouse, as shown in **Exhibit 6-6**.

This south alignment of US 24 would introduce three curves in a short distance into the highway alignment in an otherwise straight roadway. These curves would introduce unacceptable operational and safety problems due to driver expectations in the roadway. Additionally, this curve in the road would cause a reduction in stopping sight distance as drivers approach the 21st Street interchange ramps.

This avoidance option would result in 25 property acquisitions in a low-income community. As discussed in **Section 3.8, Environmental Justice,** of the US 24 West EA, the Proposed Action is expected to acquire a total of 24 residences with 22 of these being low-income households. Acquisition of 25 more properties to avoid this Section 4(f) property would more than double the acquisitions of low-income households in the US 24 corridor. This avoidance option would cause severe disproportionate impacts to low-income populations.

There would be environmental impacts to Fountain Creek from this alternative. As shown in **Exhibit 6-6**, a long segment of the creek would run under a new raised US 24 and under the off-ramps. The increase in shading on the creek from the bridge would disrupt the ecosystem processes of the creek.

The shading issue could be minimized by rerouting this segment of Fountain Creek currently on the south side of existing US 24 to shorten the distance it has to flow under the improved US 24, but such re-routing would shorten the stream segment length and create erosion and other geomorphic stresses within the system. This solution would be detrimental to fish habitat, as a reduced stream length would introduce additional hard surfaces in the channel adversely impacting stream morphology along this stretch of creek.

Because of this combination of issues - introducing the curves that degrade the safety and operations of the highway, affecting the low-income households, and the environmental impacts to the creek - **Design Option 15**: 21st Street SPDI South, was found to be not prudent.

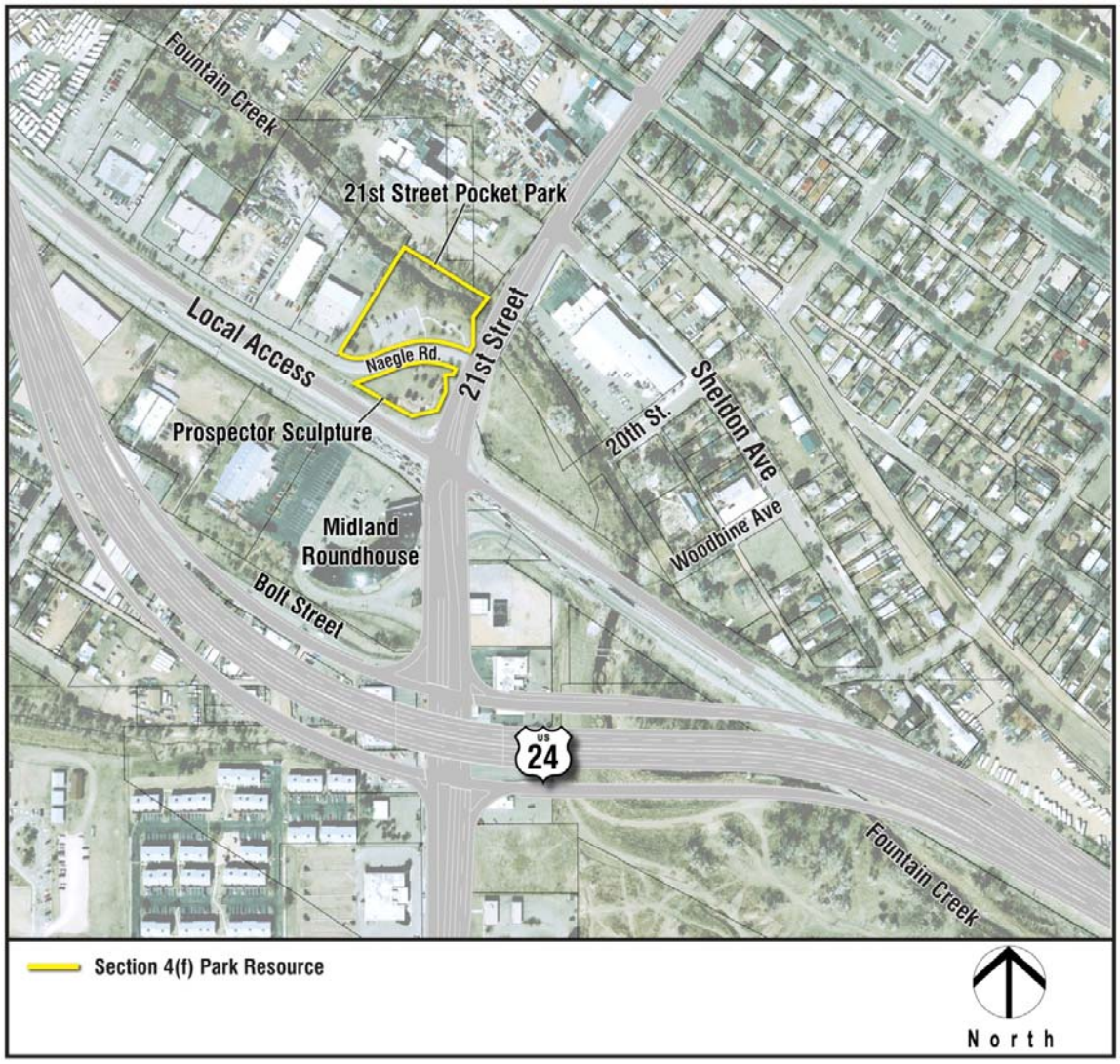
Minimization: No viable strategies to minimize harm to the 21st Street pocket park were found. Improvements to the 21st Street bridge over Fountain Creek require channel modification that impact the 21st Street pocket park. Because Naegle Road provides the only existing access to the park, closing Naegle Road results in the total acquisition of the park.

Mitigation: Mitigation strategies were developed in consultation with the City of Colorado Springs Parks, Recreation & Cultural Services Department. A letter sent from CDOT to the City of Colorado Springs in January 2012 described impacts and the proposed mitigation for the 21st Street pocket park. A concurrence line on this letter was signed February 3, 2012, by the City, indicating their agreement with the mitigation for the park. The letter is included in **Appendix I** of the US 24 West EA.

The Prospector Sculpture will be relocated by CDOT to a location along US 24 within what is known as Old Colorado City. Several possible locations exist, such as within Vermijo Park at the intersection of US 24 and 26th Street. This site was popular with the stakeholders because 26th Street is considered the gateway into the Old Colorado City Historic District. Relocating the sculpture would avoid harm to the 21st Street pocket park's most notable feature and could potentially improve access to and visibility of the monument. CDOT will provide advanced notice

to the community prior to acquisition of the 21st Street pocket park. CDOT will coordinate with the community and the City of Colorado Springs Parks, Recreation & Cultural Services Department to identify a location where the sculpture will be relocated.

EXHIBIT 6-6
21st Street Pocket Park Design Option 15: 21st Street SPDI South Avoidance Option



6.5.1.2 Vermijo Park

Property Description. Vermijo Park is a 4.6-acre park located in the northwest corner of US 24 and 26th Street. Vermijo Park is owned and maintained by the City of Colorado Springs. Recreational amenities include a baseball field, basketball court, playground, and walking paths.

Section 4(f) Use. Both the US 24 Freeway Alternative and the Proposed Action would result in the same use of Vermijo Park. However, the US 24 Freeway Alternative would reduce access to the park because this alternative gives preference to regional travel with higher speeds on the mainline. The Midland Expressway Alternative (Proposed Action) does a better job of balancing local travel and regional trips while providing improved peak hour operations. The Proposed Action would require the use of nearly half (2.2 acres) of the park area, including part of the baseball field. This 2.2 acre area is currently located within CDOT right-of-way as illustrated by the existing right-of-way line in

Exhibit 6-7. This part of the park is needed for re-channeling Fountain Creek, which is needed to accommodate the new bridge on 26th Street. See **Section 3.2, Floodplains,** of the US 24 West EA for more information on the required channel modifications. When rechanneling occurs, the baseball field will be removed, which means a complete loss of the baseball field because there is no other place to construct a new baseball field. In addition, 0.01 acres of the park will be acquired for the sidewalk improvements along 26th Street. Although 2.4 acres of Vermijo Park would remain undisturbed after construction, the reduction in park area and a partial loss of the baseball field would reduce some of its current functions as described above.

Measures to Avoid and Minimize Harm

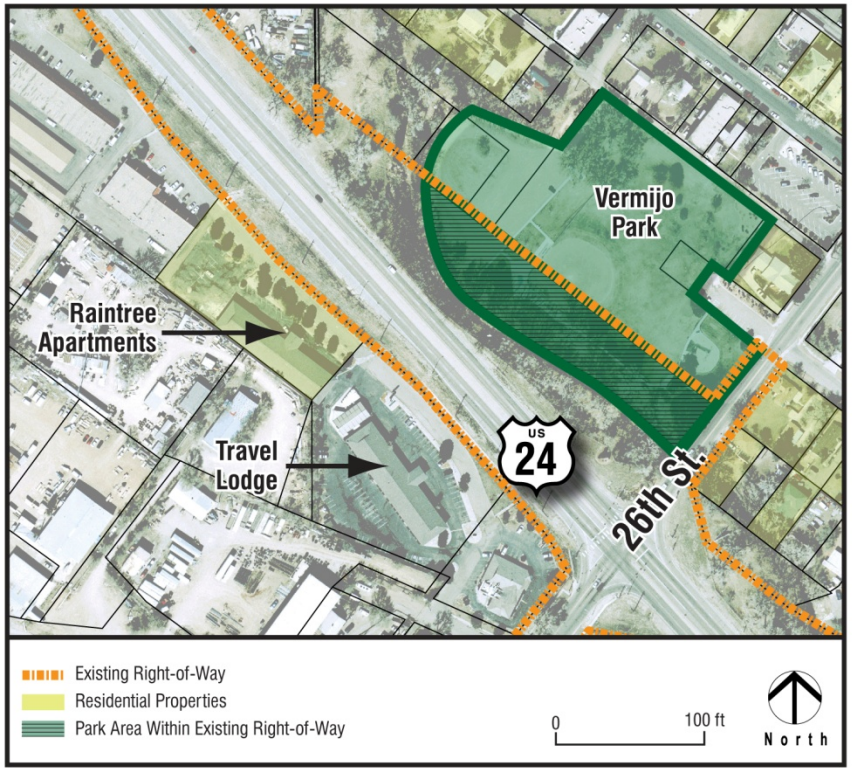
Avoidance: No design options are possible that would avoid impacts to Vermijo Park because the land acquisition for sidewalk improvements and the use of 2.2 acres located in CDOT right-of-way is necessary to accommodate the channel improvements associated with the new bridge on 26th Street. Although designers tried, there is no way to save the baseball field. Improvements to the 26th Street bridge are required by changes to the vertical profile of US 24, requiring an elevation change on 26th Street. Also, the City of Colorado Springs requires that all bridges accommodate the 100-year flood. The design team considered shifting the alignment of US 24 to the south between 26th Street and 31st Street; however, realignment does not reduce the elevation change on the 26th Street bridge or remove the requirement to accommodate the 100-year flood. The Existing Conditions and the Proposed Action at Vermijo Park are shown in **Exhibit 6-7**.

Minimization: No viable measures to minimize harm to Vermijo Park were found. No design options are possible that would minimize harm to Vermijo Park because the land acquisition of 0.01 acre and the use of 2.2 acres located in CDOT right-of-way are necessary to accommodate the channel improvements associated with the new bridge on 26th Street. Improvements to the 26th Street bridge are required by changes to the vertical profile of US 24, which requires an elevation change on 26th Street. Also, the City of Colorado Springs requires that all bridges accommodate the 100-year flood. The design team considered shifting the alignment of US 24 to the south between 31st Street and 26th Street; however, realignment does not reduce the elevation change on the 26th Street bridge or remove the requirement to accommodate the 100-year flood.

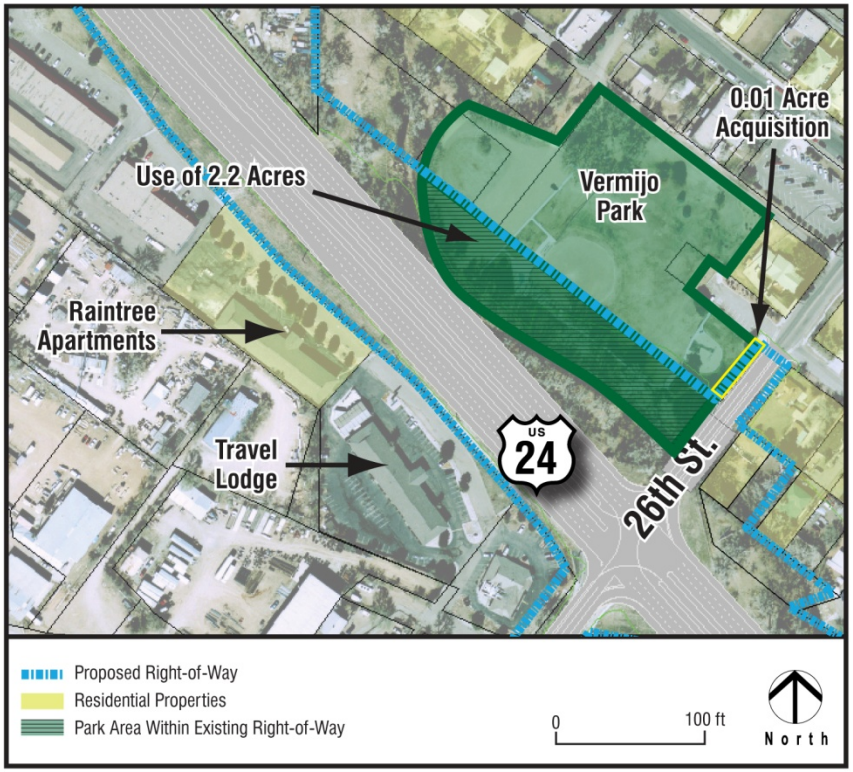
Mitigation: Mitigation proposed for impacts to Vermijo Park include CDOT contributing up to $50,000 to the City of Colorado Springs for a study of this park. In addition, all trees greater than 2 inches in diameter at breast height will be replaced on a 1–to-1 basis in the park or along Fountain Creek.

Mitigation for impacts to Vermijo Park was developed in coordination with the City of Colorado Springs Parks, Recreation & Cultural Services. A letter sent from CDOT to the City of Colorado Springs in January 2012 described impacts and the proposed mitigation for Vermijo Park. A concurrence line on this letter was signed by the City on February 3, 2012, indicating their agreement with the mitigation for the park. The letter is included in **Appendix I** of the US 24 West EA.

EXHIBIT 6-7
Existing Conditions and Proposed Action for Section 4(f) Use of Vermijo Park



Existing Condition



Proposed Action

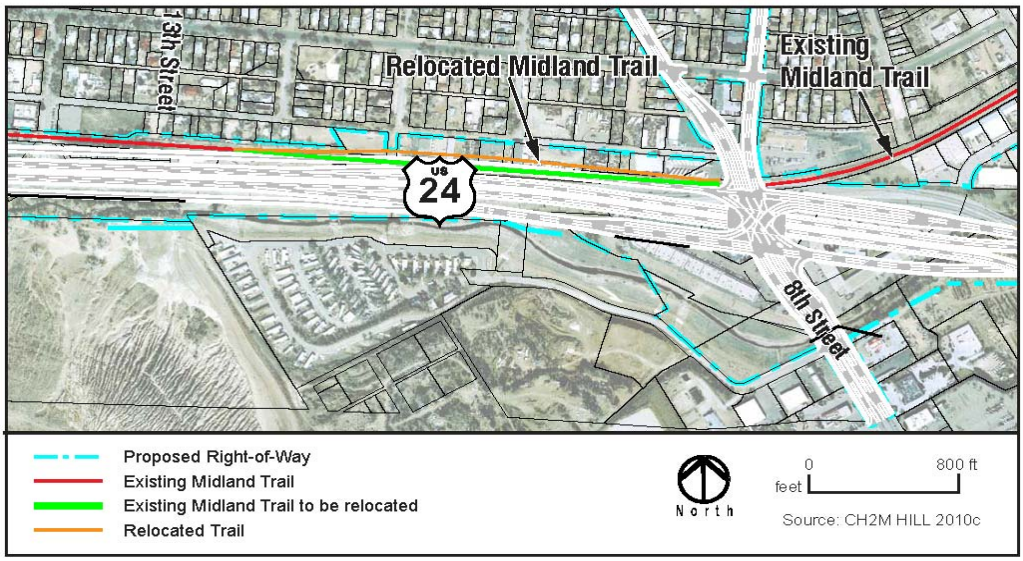
6.5.1.3 Midland Trail

Property Description. The Midland Trail is a 2.8-mile concrete trail that extends from America the Beautiful Park (located on the east side of I-25) and ends at Ridge Road with a short segment missing between 21st Street and 25th Street. The trail is owned and maintained by the City of Colorado Springs, and is classified by the City of Colorado Springs as a Tier 1 trail. Tier 1 trails are paved, multi-purpose trails that can accommodate a variety of trail users including walkers, joggers, recreational bicyclists, commuting bicyclists, and horseback riders within the same trail corridor. The Midland Trail runs parallel to US 24 between 8th Street and 11th Street. The *Parks, Recreation and Trails 2000-2010 Master Plan* (City of Colorado Springs, 2000) proposes to expand the Midland Trail west to the City of Manitou Springs' Creekside Trail, increasing its length to a total of 3.52 miles. The trail is a Section 6(f) resource from the pedestrian bridge over Monument Creek west to 21st Street. CDOT will have a temporary non-conforming use during its relocation and replacement. **Appendix G** of this FONSI is the Colorado Parks and Wildlife July 2, 2014 letter approving this temporary non-conforming use.

View of Midland Trail

Section 4(f) Use. As shown in **Exhibit 6-8**, the construction of the 8th Street interchange would require the same realignment of the Midland Trail between 8th Street and 11th Street, a distance of approximately 0.3 mile for both the US 24 Freeway Alternative and the Proposed Action. The Proposed Action would reconstruct the affected portion of the trail within CDOT right-of-way. No temporary impacts are expected and no permanent change in the function or continuity of the trail would occur.

EXHIBIT 6-8
Proposed Action for Section 4(f) Use of Midland Trail



Prior to disruption of the existing trail, the realignment of the Midland Trail will be completed or a detour will be provided to ensure the trail's continuity is maintained.

At the cross streets of 21st Street, 26th Street, 31st Street, and Ridge Road, the bridges will be replaced, which will cause a temporary use of the trail during construction. Together, these four temporary uses of the trail will involve approximately 0.2 mile of the Midland Trail. The trail will be temporarily relocated during the construction of bridges over Fountain Creek and new permanent trail will be constructed as part of each bridge improvement. Once construction is completed, users will be able to cross under each bridge at these locations on newly constructed trails.

Measures to Avoid and Minimize Harm.

Avoidance: No design options are possible that would avoid impacts to Midland Trail between 8th Street and 11th Street without unacceptable and adverse environmental impacts to the Fountain Creek 100-year floodplain. Substantial realignment and modification of US 24 and Fountain Creek would be necessary to avoid this segment of the Midland Trail. Realigning either US 24 or the creek farther south would impact the A-1 Mobile Village (a low-income community with more than 70 homes) and cause impacts to Fountain Creek, which is classified as a water of the United States.

The Proposed Action requires reconstruction of the bridges over Fountain Creek at 21st Street, 26th Street, 31st Street, and Ridge Road. The design team was not able to find options for avoiding the temporary use of the trail at each of these bridge locations.

Minimization: The US 24 alignment in the Proposed Action minimizes the impacts to the Midland Trail by impacting only the section between 8th Street and 11th Street. Between 8th Street and 11th Street, the Midland Trail is almost entirely within the proposed area for the 8th Street on-ramp. For safety reasons, the 10-foot-wide trail must be offset from the highway by 12 feet to allow adequate separation (highway clear zone) between higher-speed vehicles and pedestrians or bicycles using the trail. Therefore, the trail could not remain in place.

At the four bridge locations, the trail will be temporarily relocated during construction and a new trail will be constructed under each bridge to provide safe passage under each bridge without having to cross the street at grade. Between each cross street along US 24, the land between Fountain Creek and the Midland Trail will be graded to accommodate realignment and widening of Fountain Creek. This can be accomplished without disturbing the trail at its current location along Fountain Creek.

Mitigation: The Midland Trail is currently a heavily used trail for commuters accessing downtown Colorado Springs. The segment of the Midland Trail between 8th Street and 11th Street will be realigned on the north side of US 24 and be built to accommodate the commuter use. This mitigation was developed in coordination with the City of Colorado Springs Parks, Recreation & Cultural Services Department. A letter from CDOT sent to the City of Colorado Springs in January 2012 described impacts and the proposed mitigation for the Midland Trail. A concurrence line on this letter was signed by the City on February 3, 2012, indicating their agreement with the mitigation for the park. The letter is included in **Appendix I** of the US 24 West EA.

Prior to disruption of the existing trail, the realignment of the Midland Trail will be completed or a detour will be provided to ensure the trail's continuity is maintained.

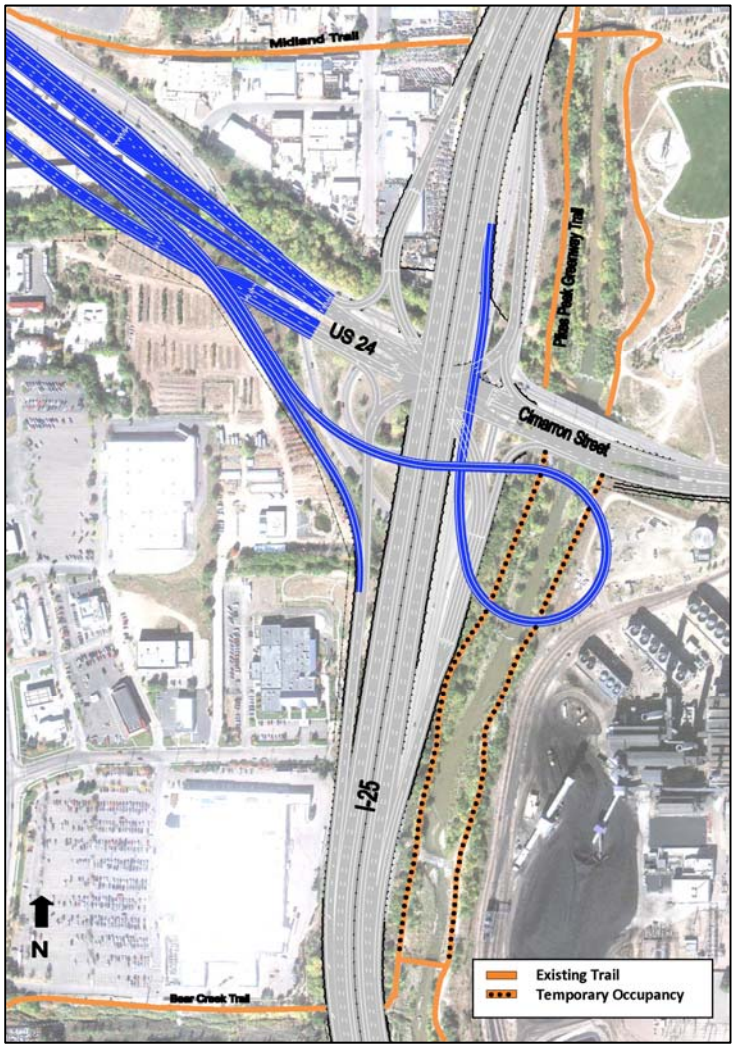
At each of the four bridge locations, a temporary trail will be constructed to provide a safe detour around the bridge construction. Once bridge construction is completed, a new trail segment will be constructed under the bridge and CDOT will post signs indicating segments of the trails that are within the 100-year floodplain.

6.5.1.4 Pikes Peak Greenway Trail and Park Spur Trail

Property Description. The Pikes Peak Greenway Trail is a 14-mile regional trail within the City of Colorado Springs. It connects to the Santa Fe Trail north of the city and the Fountain Creek Regional Trail south of the city. It is part of a planned 876-mile multistate Front Range Trail that will someday extend from Wyoming to New Mexico. The US 24 West Proposed Action includes an eastbound-to-northbound loop ramp that would cross this trail twice in the southeastern quadrant of the I-25/US 24 interchange.

As shown in **Exhibit 6-9**, the Pikes Peak Greenway Trail is located on the west bank of Fountain Creek, adjacent to I-25. Located across the creek on the east bank is a parallel trail running north-south through America the Beautiful Park. This unnamed park spur trail is connected to the greenway by a bridge at the northern end of the park, and is also connected south of the area shown, where the greenway follows another bridge to get to the eastern side of the creek. In the vicinity of Cimarron Street, greenway surface is unpaved the park spur trail is concrete. The spur trail would also be crossed twice by the proposed loop ramp, shown in blue in the exhibit.

EXHIBIT 6-9
Parallel Trails Crossed by the Proposed Loop Ramp



Section 4(f) Use. Construction of the proposed loop ramp in the air above both trails would result in potential safety hazards to trail users, resulting in the need for temporary closures of each trail. In addition to temporary closures of one trail or the other, there is a strong likelihood that both trails would be closed concurrently for some period of time, because they are located so close to each other. Any trail closure would constitute a temporary use of a recreation resource under Section 4(f). Closing the trails south of Cimarron Street would make the entire trail segment south to Bear Creek Trail nonfunctional as there are no accessible lands or destinations in-between.

Measures to Avoid and Minimize Harm.

Avoidance: No design options are possible that would avoid the Pikes Peak Greenway and the park spur trail. Heavy traffic movement from westbound US 24 to northbound I-25 on weekday mornings and on holiday weekend afternoons results in a high left-turn demand that cannot be accommodated without the proposed loop ramp. The loop ramp would separate US 24 regional traffic from local traffic entering US 24 at South 8th Street, which weaves over to the left lanes to turn north onto I-25. Alternative interchange configurations would not meet the project's purpose and need.

Minimization: Avoiding simultaneous closures of the two trails would require the contractor to build the eastern and western halves of the loop ramp separately so that only one trail would be closed at a time and trail users could use the new trail bridge north of Cimarron Street to switch over to the trail not affected at that time. This is a possible avoidance alternative that can and will be considered when a contractor is selected.

Similarly, it may be possible for the contractor to construct a covered passageway on one or both trails to allow continued trail use while construction is ongoing overhead. CDOT would consider this option only if the safety of trail users can be guaranteed.

However, it is likely to add time and expense to the construction project. Currently, it is not known whether or not this avoidance measure will be implemented. Therefore, CDOT is making the conservative assumption that both trails would be closed concurrently.

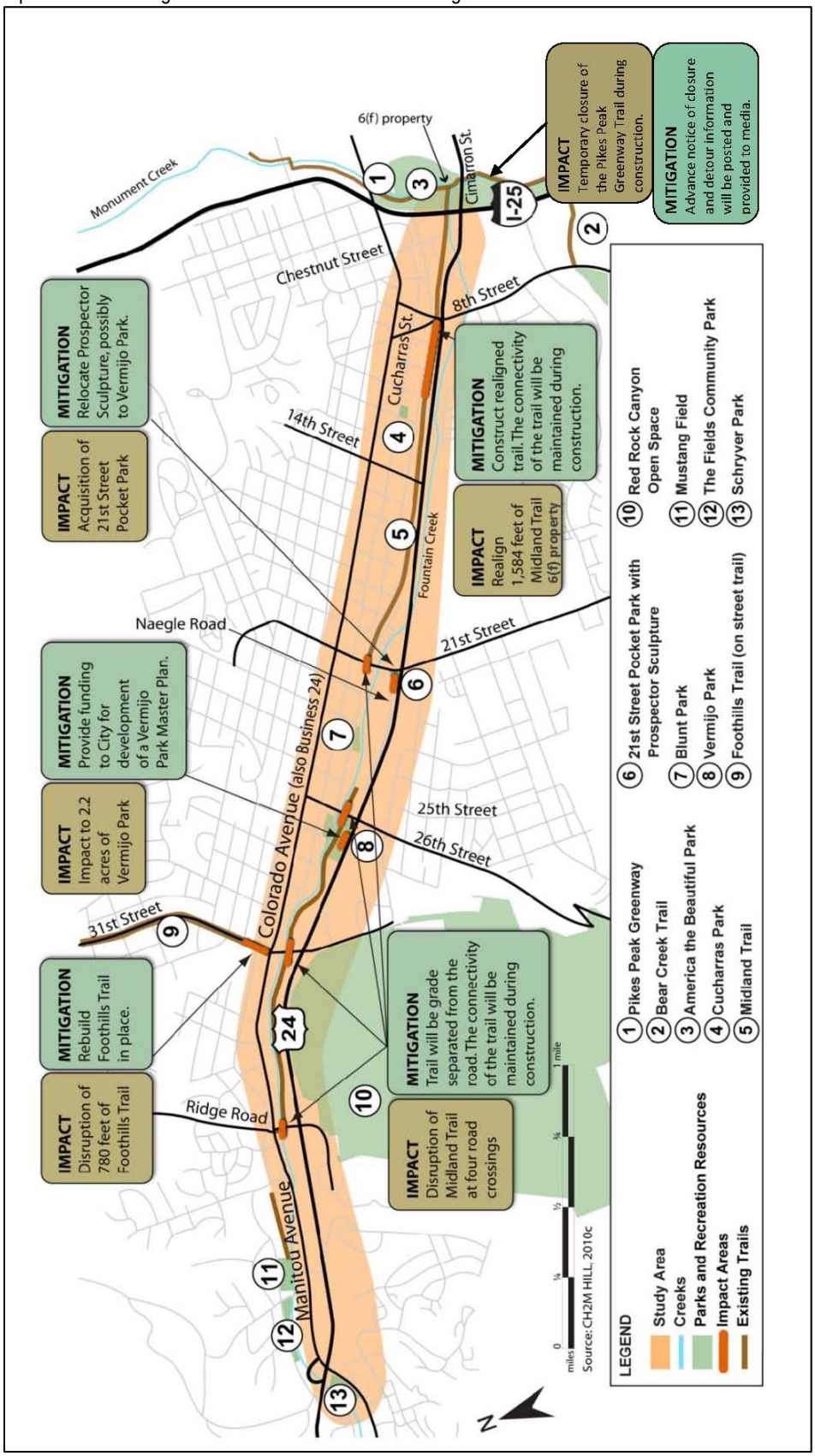
Mitigation: A likely detour route is shown in **Exhibit 6-10**. It takes Cimino Drive under Cimarron Street and uses low-volume city streets to reach an existing trail connection where Sierra Madre Street meets Las Vegas Street.

CDOT will work with the City of Colorado Springs to provide advance notification of closures to trail users, both using signage along the affected trail(s), and through outreach via existing communication channels (e.g., websites, press release and newsletters). A June 24, 2014 letter from the City acknowledging the anticipated necessity of temporary trail closures as an unavoidable Section 4(f) use is provided in **Appendix H** of this FONSI.

EXHIBIT 6-10
Likely Detour Route for Pikes Peak Greenway Temporary Closure

Exhibit 6-11 illustrates the impacts and mitigation to the parks and trails along the US 24 corridor.

EXHIBIT 6-11
Impacts on and Mitigation for the Parks and Trails along the US 24 Corridor



6.5.2 Historic Properties

The Proposed Action results in a Section 4(f) use of five historic properties and one historic district. These include two residential properties (5EP5285 and 5EP5288), two commercial properties (5EP5335 and 5EP5336), one hotel/motel property (5EP5218), and the Westside Historic District (5EP5364), which are discussed below. A small segment of the former Colorado Midland Railroad is located at approximately US 24 and 21st Street (5EP384.2), which is now overlaid by the Midland Trail. This segment of the Midland Railroad lacks integrity and does not support the significance of the entire Colorado Midland Railroad (5EP384), which is considered eligible for the National Register. This segment of the railroad will be temporarily disrupted and will be replaced in kind at the same location except at undercrossing locations where existing at-grade crossing will be grade separated (in particular at the 21st Street intersection). During construction, the trail that follows the railroad grade will be moved away from bridge construction locations and then will be moved back, but at a higher grade, when the bridge work is done. The work involves no transfer of land so there is no use of the historic property. There will be temporary impacts that will not be adverse. Therefore, the resource was not discussed further in this Section 4(f).

6.5.2.1 5EP5285 (1815 Sheldon Avenue)

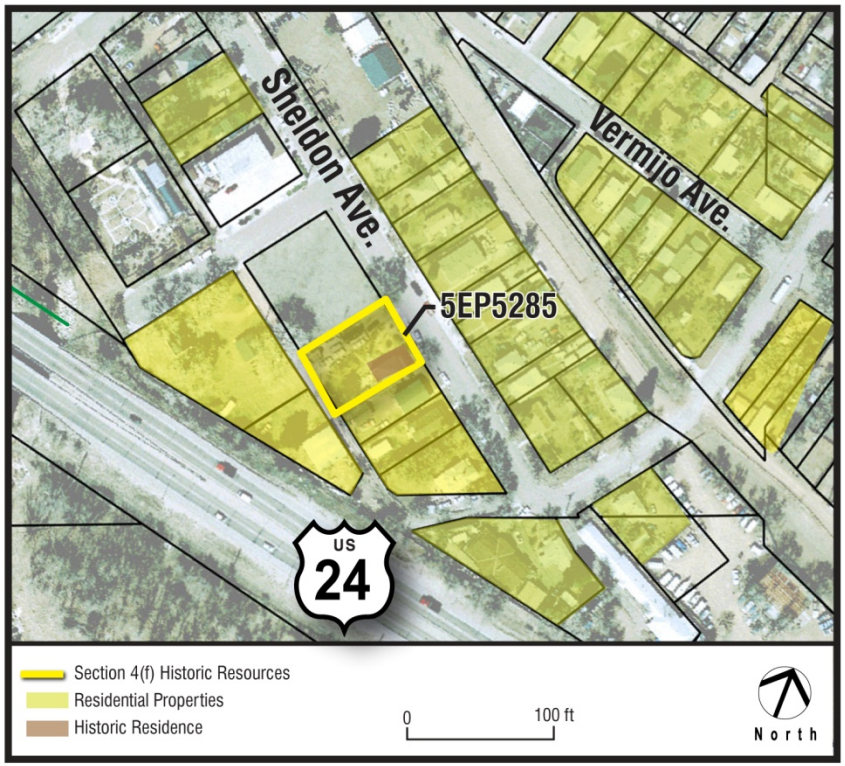
Property Description. Property 5EP5285 is a wood-frame, one-story, single-family residence built in 1899 that faces north toward Sheldon Avenue. The back of the property slopes significantly so that the property's back edge is approximately 7 feet lower than the front edge of the property where the house is situated. The lot is approximately 25 percent larger than surrounding lots, and mature landscaping surrounds the property. A vacant lot separates the property from US 24.

5EP5285, 1815 Sheldon Avenue

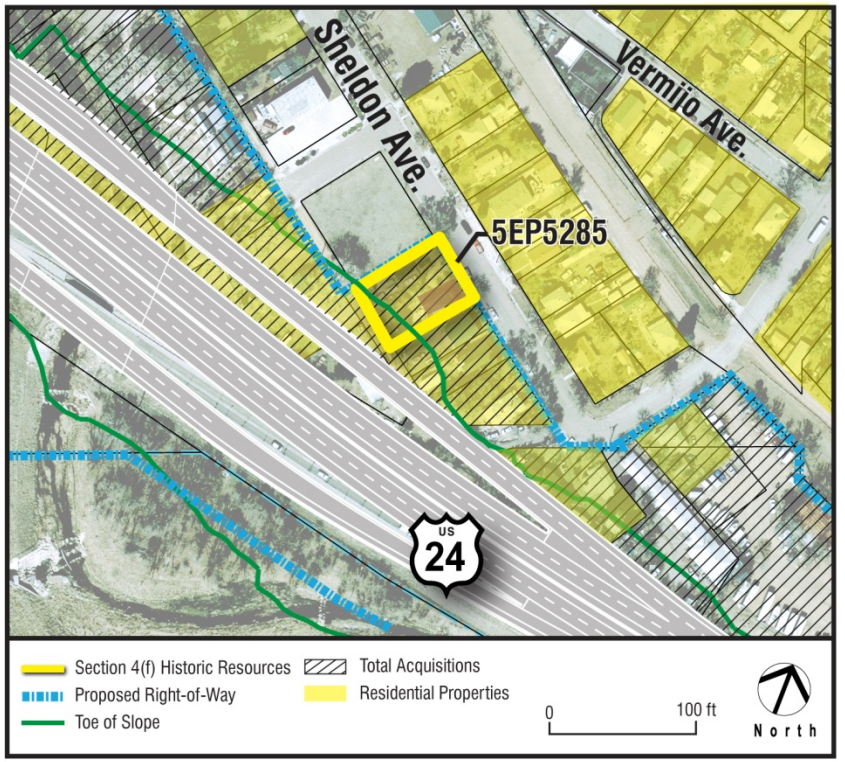
Property 5EP5285 is **eligible for the National Register under Criterion C** as a good example of a Hipped-Roof-Box style of architecture. Its hipped roof, full-length porch, and boxy appearance are character-defining elements of this style. The property is also a contributing element to the Westside Historic District (5EP5364).

Section 4(f) Use. Both the US 24 Freeway Alternative and the Proposed Action would require the total acquisition and demolition of the house at 1815 Sheldon Avenue built in 1899 (5EP5285). As shown in **Exhibit 6-12**, US 24 would be widened approximately 66 feet to the north, ending 26 feet from the house (5EP5285). The grade difference between US 24 and the house (5EP5285) as well as the proximity of the interchange ramps would make construction in this area not possible without affecting the residence. Large construction equipment would be needed to bring in fill material and create new grades.

EXHIBIT 6-12
Existing Condition and Proposed Action for Section 4(f) Use of Property 5EP5285



Existing Conditions



Proposed Action

Measures to Avoid and Minimize Harm.

Avoidance: The project team evaluated six design options at this location for their potential to avoid impacts to the historic house (5EP5285). Five of the design options shifted the roadway to the north, maintaining the existing south right-of-way line of US 24 and one design option shifted US 24 to the south. All five of the interchange or intersection options that move US 24 to the north would require the full acquisition of the historic house (5EP5285). These design options are shown in detail in **Appendix B** of the US 24 West EA and are listed below:

- **Design Option 10:** 21st Street Signalized Intersection
- **Design Option 11:** 21st Street Diamond Interchange with Loop
- **Design Option 12:** 21st Street Split Diamond Interchange with 18th Street
- **Design Option 13:** 21st Street Tight Diamond Interchange
- **Design Option 14:** 21st Street SPDI to the North

The one option to move US 24 to the south, **Design Option 15**: 21st Street SPDI South has the potential to avoid use of the historic house (5EP5285). To avoid impacting the former Midland Terminal Railroad Roundhouse, the designers would have to realign US 24 to the far south, as shown in **Exhibit 6-13**.

EXHIBIT 6-13
Section 4(f) 5EP5285 Design Option 15: 21st Street SPDI South Avoidance Option

For the same reasons, this avoidance option does not work for avoiding the 21st Street pocket park as discussed in **Section 4.5.1.1, 21st Street Pocket Park**, of the US 24 West EA, this option is not a prudent alternative to avoiding the historic house (5EP5285).

Minimization: The alignment of the Proposed Action was laid out to minimize harm to the property by not directly touching the building (5EP5285). However, land between the house and the highway is needed for highway widening. While this closer proximity of the road to a residential property is common in urban neighborhoods, it represents a substantial change to the setting of this property, which is characterized by a larger-than-average lot that backs to another vacant lot, giving the existing property a more expansive feel. The Proposed Action would also require acquisition of three residential properties east of this residence, which would leave the house (5EP5285) as the last remaining residential property on the block.

Moving the highway closer to the property would leave this property in an unlivable condition. Reuse of the structure would require a change in the function of the building for something other than a residence. Leaving the structure unoccupied would cause it to fall into disrepair and become a nuisance, making demolition now (with recordation) preferable. Therefore, it was determined that a partial acquisition of land without the residence did not minimize harm to the property.

Mitigation: Mitigation for impacts to this property has been developed through consultation with the Colorado SHPO and other consulting parties and is documented in a MOA. The MOA is included in **Appendix H** of the US 24 West EA and mitigation considered includes, but is not limited to, interpretive signing and architectural salvage from historic buildings.

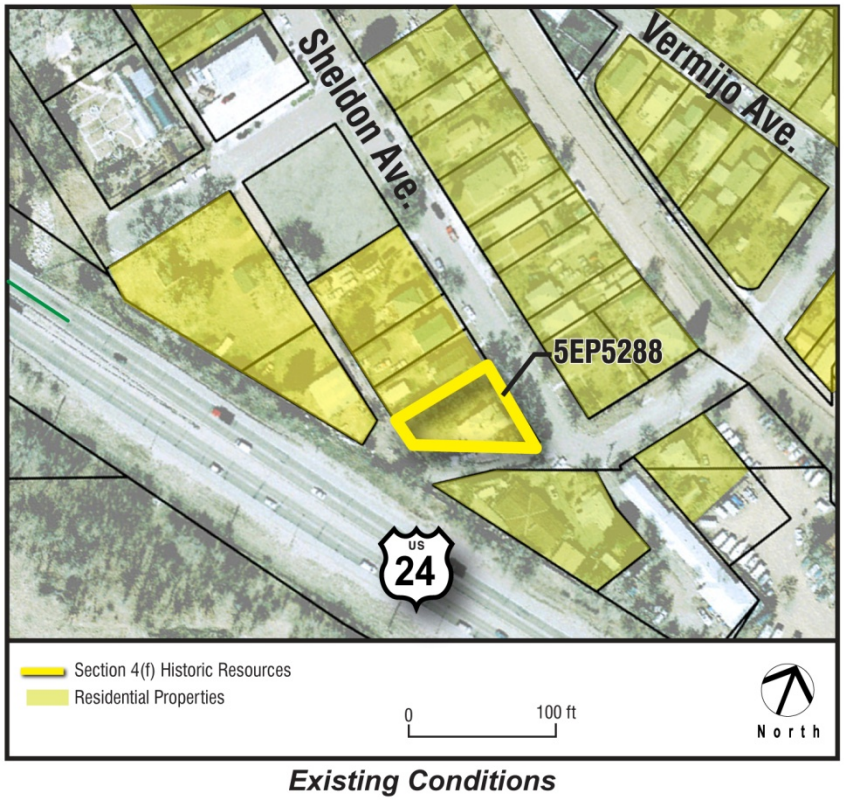
6.5.2.2 5EP5288 (1803 Sheldon Avenue)

Property Description. Property 5EP5288 is a brick, one-and-one-half-story, single-family, Queen Anne style residence with a hipped, cross-gable roof covered in asphalt shingles. The property is **eligible for the National Register under Criterion C** for architectural merit. Built in 1897, the house displays characteristics of the Queen Anne style of architecture. The property is also a contributing element to the Westside Historic District (5EP5364).

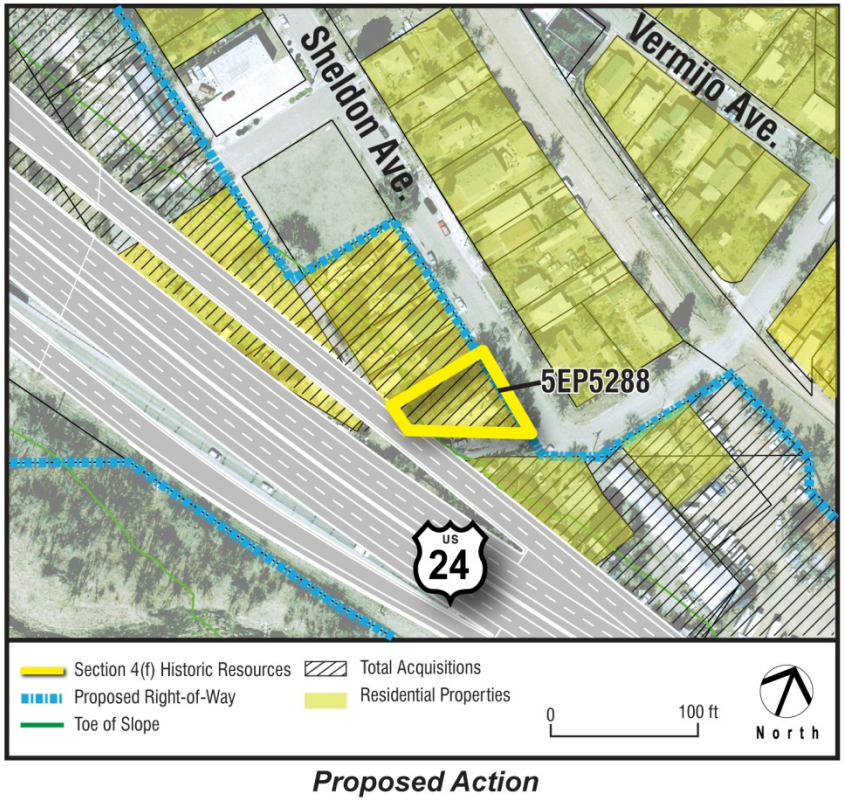
5EP5288, 1803 Sheldon Avenue

Section 4(f) Use. Both the US 24 Freeway Alternative and the Proposed Action would require the total acquisition and demolition of 5EP5288. As shown in **Exhibit 6-14**, the off-ramp for the US 24 and 21st Street interchange would occupy approximately 921 square feet of the southern portion of 5EP5288 −more than 10 percent of the property area.

EXHIBIT 6-14
Existing Condition and Proposed Action for Section 4(f) Use of Property 5EP5288



Existing Conditions



Proposed Action

In addition, the roadway would move to within 24 feet of the back of the structure, as compared to the existing 124 feet that currently buffers the property from the roadway. Relocation of the highway off-ramp would decrease the historic integrity of the property's setting and constitute an adverse effect. Construction activities would not be possible in the 24-foot strip that would remain at the back of the property if the building was not demolished.

Measures to Avoid and Minimize Harm.

Avoidance: The project team evaluated six design options at this location for their potential to avoid impacts to the historic house (5EP5288). Five of the design options shifted the roadway to the north, maintaining the existing south right-of-way line of US 24 and one design option shifted US 24 to the south. All five of the interchange or intersection options that move US 24 to the north would require full acquisition of the historic house (5EP5288). These design options are shown in detail in **Appendix B** of the US 24 West EA and are listed below:

- **Design Option 10:** 21st Street Signalized Intersection
- **Design Option 11:** 21st Street Diamond Interchange with Loop
- **Design Option 12:** 21st Street Split Diamond Interchange with 18th Street
- **Design Option 13:** 21st Street Tight Diamond Interchange
- **Design Option 14:** 21st Street SPDI to the North

The one option to widen to the south, **Design Option 15:** 21st Street SPDI South has the potential to avoid use of the historic house (5EP5288). To avoid impacting the former Midland Terminal Railroad Roundhouse the designers would have to realign US 24 to the far south, as shown in **Exhibit 6-15**.

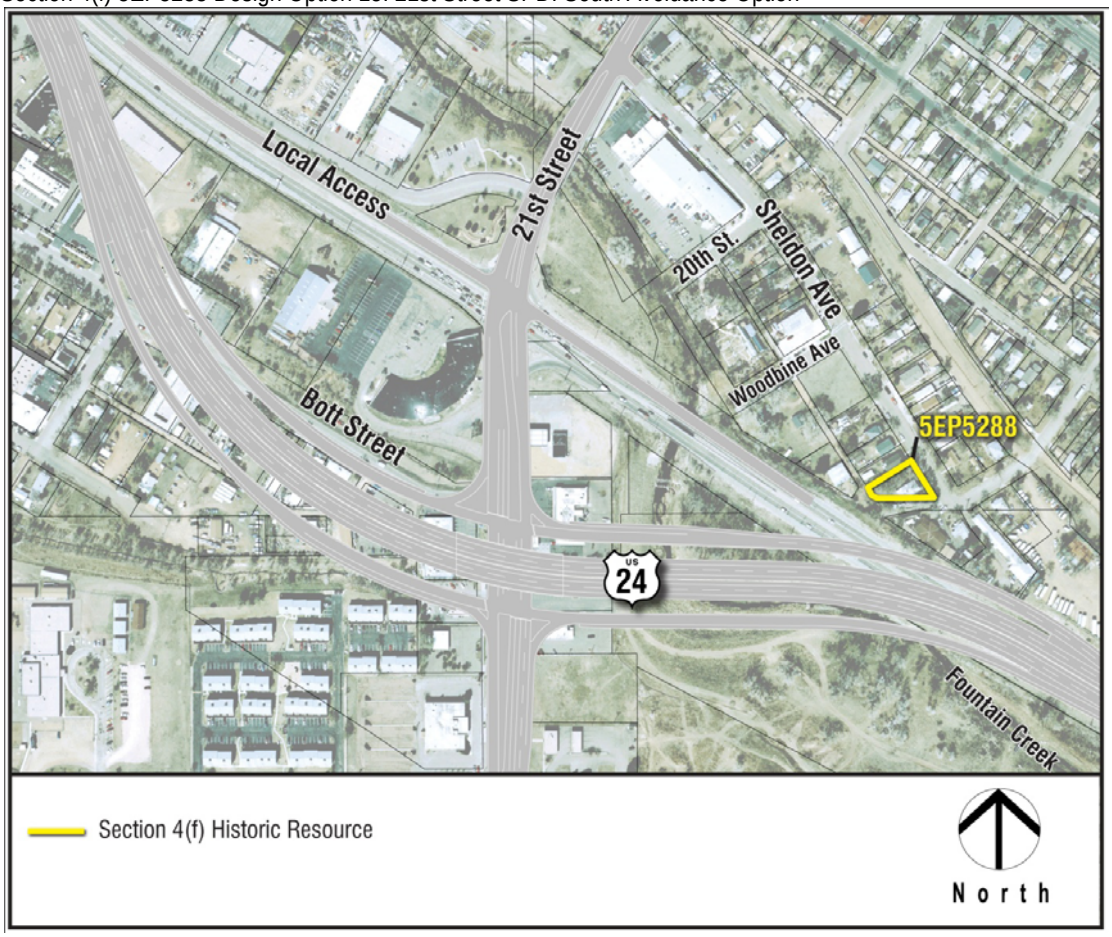
For the same reasons, this avoidance option does not work for avoiding the 21st Street pocket park as discussed in **Section 4.5.1.1, 21st Street Pocket Park,** of the US 24 West EA, this option is not a prudent alternative to avoiding the historic house (5EP5288).

Minimization: The alignment of the Proposed Action was laid out to minimize harm to the property by not directly touching the building. However, land between the house and the highway is needed for highway widening.

Moving the highway closer to the property would leave this property in an unlivable condition. Reuse of the structure would require a change in the function of the building for something other than a residence. Leaving the structure unoccupied would cause it to fall into disrepair and become a nuisance. Therefore, it was determined that a partial acquisition of land without the residence did not minimize harm to the property.

Mitigation: Mitigation for impacts to this property has been developed through consultation with the Colorado SHPO and other consulting parties and is documented in a MOA. The MOA is included in **Appendix H** of the US 24 West EA and mitigation considered includes, but is not limited to, interpretive signing and architectural salvage from historic buildings.

EXHIBIT 6-15
Section 4(f) 5EP5288 Design Option 15: 21st Street SPDI South Avoidance Option



6.5.2.3 5EP5335 (302 South 10th Street)

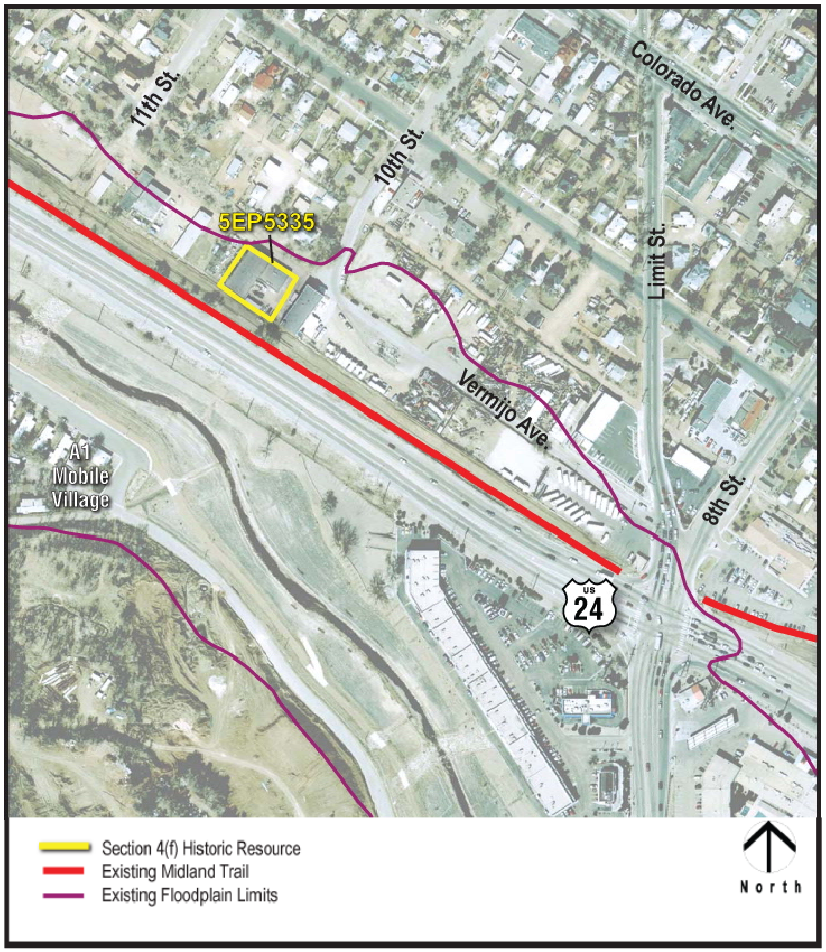
Property Description. Property 5EP5335 is a wood-framed, one-story, brick-clad commercial building constructed in 1959. This commercial building is currently occupied by CITGO Lubricants. The building's principal façade faces north toward Vermijo Street; the Midland Trail and US 24 run along the southern edge of the property. A concrete block building with a flat roof and no visible entrance or doorways is attached along the building's west façade.


5EP5335 CITGO Lubricants, 302 South 10th Street

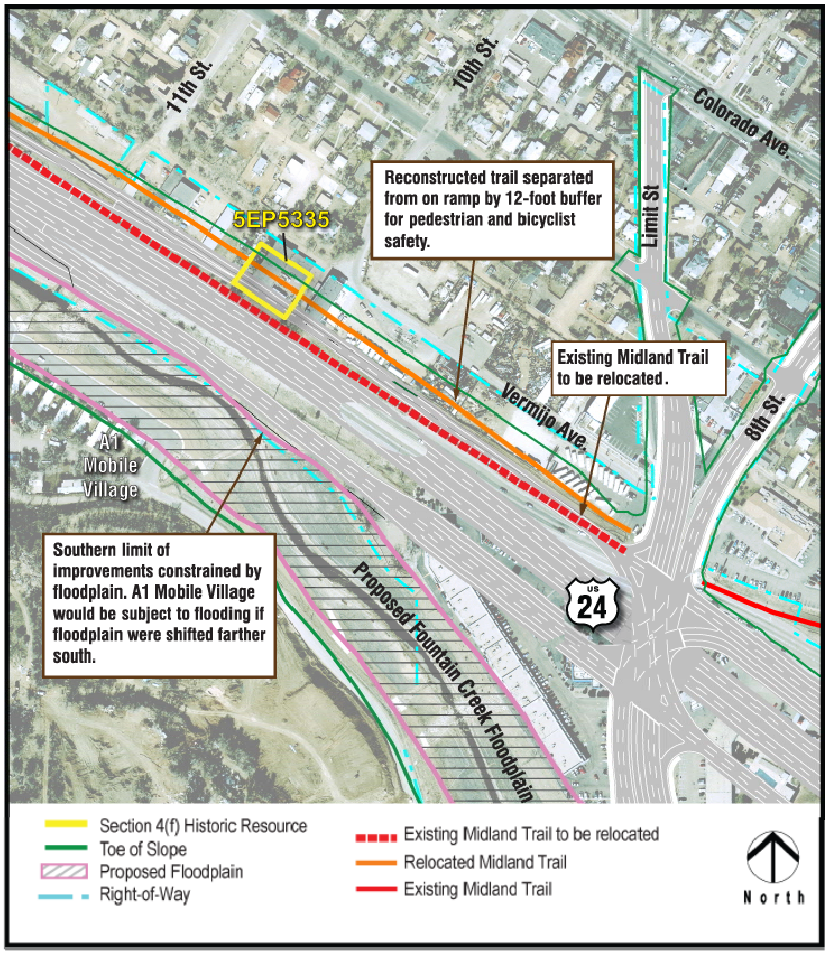
Property 5EP5335 is **eligible for listing in the National Register under Criterion C** as an example of the Folk Victorian style of architecture.

Section 4(f) Use. Both the US 24 Freeway Alternative and the Proposed Action would require the total acquisition and demolition of 5EP5335. As illustrated in **Exhibit 6-16**, the proposed westbound through lanes on US 24 and interchange ramps associated with the proposed 8th Street interchange directly encroach on 5EP5335.

EXHIBIT 6-16
Existing Condition and Proposed Action for Section 4(f) Use of Property 5EP5335



Existing Condition



Proposed Action

Measures to Avoid and Minimize Harm.

Avoidance: A substantial realignment and modification of US 24 and Fountain Creek would be necessary to avoid 5EP5335. Because of recent efforts to improve Fountain Creek undertaken by the City of Colorado Springs Stormwater Engineering, CDOT, and the private developer Gold Hill Mesa, in coordination with the USACE, negative impacts to Fountain Creek were not supported by the agencies or the community.

Two design options were analyzed that would move US 24 south using the floodplain as the right-of-way needed for the highway widening. These avoidance options prevented impacts to CITGO Lubricants (5EP5335) by moving the highway to the south, but resulted in unacceptable and adverse environmental impacts to Fountain Creek and its 100-year floodplain by either putting the Fountain Creek in a pipe under US 24 or re-routing the Fountain Creek and its floodplain to the south. The option to avoid 5EP5335 requires that Fountain Creek be put in a pipe under US 24 through this segment. This would disrupt the ecosystem processes of the creek and would jeopardize the stream restoration work completed along this stretch of creek. Furthermore, this avoidance option would undermine the City's efforts to improve fish habitat and increase fish populations in Fountain Creek by introducing an artificial barrier for fish movement and by increasing the speed of stream flow in the pipe resulting in an adverse impact to stream morphology along this stretch of the creek.

For these reasons, putting Fountain Creek in a pipe under US 24 was found to not be prudent. The second option, realigning the highway and the Fountain Creek farther south, would shift the 100-year floodplain south and would require the acquisition of a portion of the A-1 Mobile Village, a low-income community with more than 70 homes. Of the 70 manufactured homes, approximately 30 would need to be acquired, more than doubling the low-income residential acquisitions for the project. Furthermore, the A-1 Mobile Village is one parcel with one owner and it is possible that acquisition of 30 of the 70 manufactured home sites would result in an uneconomical remnant and, therefore, require acquisition of the entire parcel and all 70 homes. Acquisition of all 70 homes would more than triple the number of low-incomes homes impacted from this avoidance option.

For these reasons, a substantial realignment of US 24 and Fountain Creek was found to not be prudent.

Four other design options were studied in an attempt to avoid CITGO Lubricants (5EP5335) that involved widening to the north. All of these design options evaluated for the US 24 from I-25 to 15th Street would require full acquisition of the historic property. The four design options considered are shown in detail in **Appendix B** of the US 24 West EA and are listed below:

- **Design Option 16:** I-25 Direct/8th Street Overpass/13th Street Diamond
- **Design Option 17:** I-25 Direct/One-Way Pair 8th Street and 10th Street/14th Street Access
- **Design Option 18:** I-25 Direct/8th Street Signalized Intersection/14th Street Access
- **Design Option 19:** I-25 Direct/8th Street SPDI/14th Street Access

Minimization: No viable measures to minimize harm were found for this property. Design options either avoided the property with impacts to the Fountain Creek and the A-1 Mobile Village, or required full acquisition of this property.

Mitigation: Mitigation for impacts to this property has been developed through consultation with the Colorado SHPO and other consulting parties and is documented in a MOA. The MOA is included in **Appendix H** of the US 24 West EA and mitigation considered includes, but is not limited to, interpretive signing and architectural salvage from historic buildings.

6.5.2.4 5EP5336 (301 South 10th Street)

Property Description. Property 5EP5336 is a wood-framed, brick-clad Twentieth-Century Commercial building constructed in 1950. The building is currently occupied by Chief Petroleum Company. The property includes the primary building, a gravel lot with paving near the building, and petroleum storage tanks that line the south end of the property, east of the principal building. The building is situated on the west end of the property, oriented north-south on the lot so that the building encompasses the width of the property at its western end. Its principal façade faces north toward Vermijo Street; the Midland Trail and US 24 run along the southern edge of the property.

Property 5EP5336 is **eligible for listing in the National Register under Criterion C** for architectural merit as a Twentieth-Century Commercial building. The surrounding property, including the parking and circulation areas and storage tanks, are contributing historic features of the property.

Section 4(f) Use. Both the US 24 Freeway Alternative and the Proposed Action would require the total acquisition and demolition of 5EP5336. As illustrated in **Exhibit 6-17**, the proposed westbound through lanes on US 24 and interchange ramps associated with the proposed 8th Street interchange are features that directly encroach on 5EP5336.

The north-south orientation of the Chief Petroleum building and the relatively small size of the property for an industrial operation together limit the land area within the property to accommodate improvements without removing the historic commercial building and affecting most of the remaining property area.

Measures to Avoid and Minimize Harm.

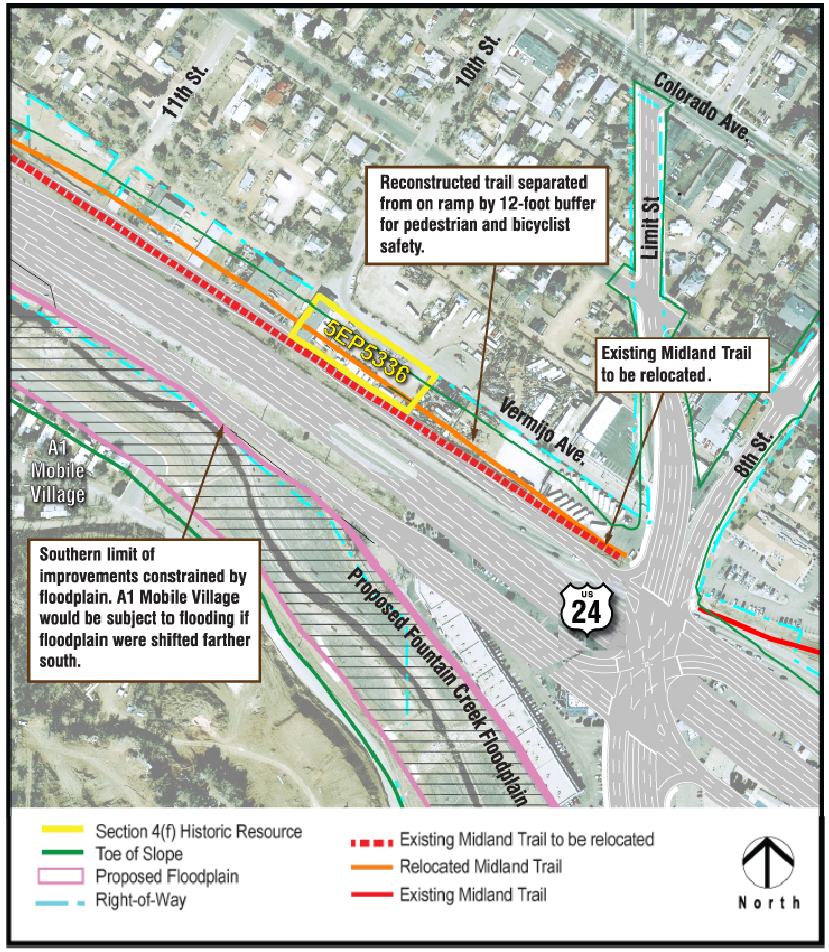
Avoidance: A substantial realignment and modification of US 24 and Fountain Creek would be necessary to avoid 5EP5336. Because of recent efforts to improve Fountain Creek undertaken by the City of Colorado Springs Stormwater Engineering, CDOT, and Gold Hill Mesa, in coordination with the USACE, negative impacts to Fountain Creek were not supported by the agencies or the community.

5EP5336 Chief Petroleum Company, 301 South 10th Street

Two options were considered to avoid impacts to Chief Petroleum Co. (5EP5336). Putting Fountain Creek in a pipe under US 24 or re-routing it and its floodplain to the south. For the same reasons these avoidance options do not work for avoiding CITGO Lubricant (5EP5335) as discussed in **Section 4.5.2.3, 5EP5335 (302 South 10th Street),** of the US 24 West EA, these options are not prudent alternatives to using Chief Petroleum Co. (5EP5336).

EXHIBIT 6-17
Existing Condition and Proposed Action for Section 4(f) Use of Property 5EP5336

Existing Condition



Proposed Action

Four other design options were studied in an attempt to avoid this historic property that involved widening to the north. All of these design options evaluated for US 24 from I-25 to 15th Street would require full acquisition of the historic property. The four design options considered are shown in detail in **Appendix B** of the US 24 West EA and are listed below:

- **Design Option 16:** I-25 Direct/8th Street Overpass/13th Street Diamond
- **Design Option 17:** I-25 Direct/One-Way Pair 8th Street and 10th Street/14th Street Access
- **Design Option 18:** I-25 Direct/8th Street Signalized Intersection/14th Street Access
- **Design Option 19:** I-25 Direct/8th Street SPDI/14th Street Access

Minimization: No viable measures to minimize harm were found for this property. Design options either avoided the property with impacts to the Fountain Creek and the A-1 Mobile Village, or required full acquisition of this property.

Mitigation: Mitigation for impacts to this property has been developed through consultation with the Colorado SHPO and other consulting parties and is documented in a MOA. The MOA is included in **Appendix H** of the US 24 West EA and mitigation considered includes, but is not limited to, interpretive signing, architectural salvage from historic buildings, and investigation into the reuse of the Chief Petroleum sign.

6.5.2.5 5EP5218 (3627 West Colorado Avenue)

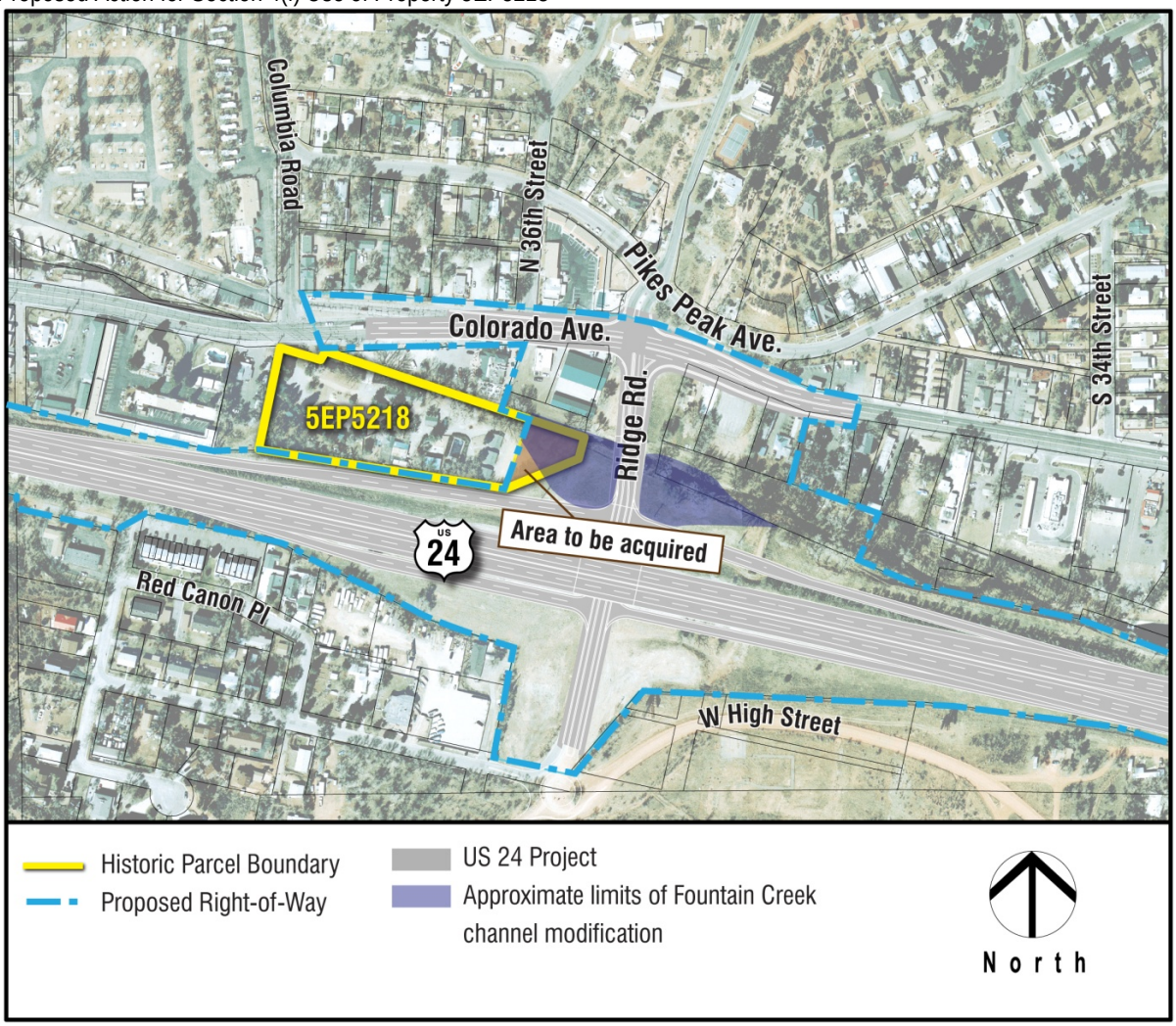
Property Description. The property at 3627 West Colorado Avenue is a heavily wooded, multi-building motel complex (Timber Lodge) that is accessible via a single-car bridge over Fountain Creek. It is located in a light commercial setting north of US 24 and south of West Colorado Avenue. The complex consists of 29 units, four of which are partially visible from Colorado Avenue. The main structure was constructed in 1885. It is a small rectangular, one-story, gable-roofed building that is located in the northwestern portion of the property. The moderately pitched gable roof is covered with composition. Many of the cottages on the property retain integrity from their original construction in the 1930s.

5EP5218, Timber Lodge, 3627 West Colorado Avenue

The property is **eligible for the National Register under Criterion A** for its association with the development of automobile tourism in Colorado and the United States.

Section 4(f) Use. Both the US 24 Freeway Alternative and the Proposed Action would require acquisition of a small portion of property at the eastern end of the Timber Lodge property boundary (see **Exhibit 6-18**). The area of acquisition involves approximately 0.43 acre (14 percent) of the land area at the eastern border of the motor lodge property and does not include any buildings, structures, or features of historic importance. The acquisition is needed for the construction of the Ridge Road bridge over Fountain Creek and the associated floodplain improvements. The action involves widening, deepening, and realigning the channel to carry the 100-year flood. No new physical infrastructure would be introduced, so the change in setting from existing conditions at the Timber Lodge is minimal, particularly because the changes would occur at the periphery of the property.

EXHIBIT 6-18
Proposed Action for Section 4(f) Use of Property 5EP5218



Measures to Avoid and Minimize Harm.

Avoidance: No design options are possible to avoid 5EP5218, Timber Lodge. The project team considered refinements to the alignment for both the US 24 Freeway Alternative and the Midland Expressway Alternative (Proposed Action); however, because the use of this property is a function of the 110-foot wide Fountain Creek channel and floodplain modifications, no realignment of US 24 avoids this property. Moving the creek to the southern edge of this property would not only further impact the property (since the creek would no longer flow through the parcel) but would also require extreme angles in the creek to return it to its original location as it crosses back under Colorado Avenue.

The design options evaluated for the US 24 at Ridge Road would all impact the historic property due to the Fountain Creek channel modifications. The three design options considered are shown in detail in **Appendix B** of the US 24 West EA and are listed below:

- **Design Option 6:** Ridge Road Overpass
- **Design Option 7:** Ridge Road Signalized Intersection
- **Design Option 20:** Ridge Road Diamond Interchange

Minimization: The alignment of the Proposed Action was laid out to minimize harm to the 5EP5218, Timber Lodge, by having US 24 go over Ridge Road, which allows the new Ridge Road bridge over the Fountain Creek to be raised only enough to accommodate the 100-year flood, as required by the City of Colorado Springs and CDOT design standards. In addition, the Proposed Action avoids the acquisition of any buildings located on the property.

The acquisition of land would have no adverse effect on the operation of the property as a motel and would not change its setting or character. The elevation of Ridge Road over US 24 would have a minor visual effect to the east side of the property. The orientation of the buildings to the north minimizes this effect, as does the existing vegetative screening from the property's landscaping.

Mitigation: As a mitigation measure, CDOT will replace the existing vegetation and trees to maintain the visual screen and wooded setting of the property. All trees greater than 2 inches in diameter at breast height will be mitigated at a 1-to-1 basis.

Additional mitigation for impacts to this property has been developed through consultation with the Colorado SHPO and other consulting parties and is documented in a MOA. The MOA is included in **Appendix H** of the US 24 West EA. Mitigation considered includes, but is not limited to, interpretive signing and architectural salvage from historic buildings.

6.5.2.6 5EP5364 (Westside Historic District)

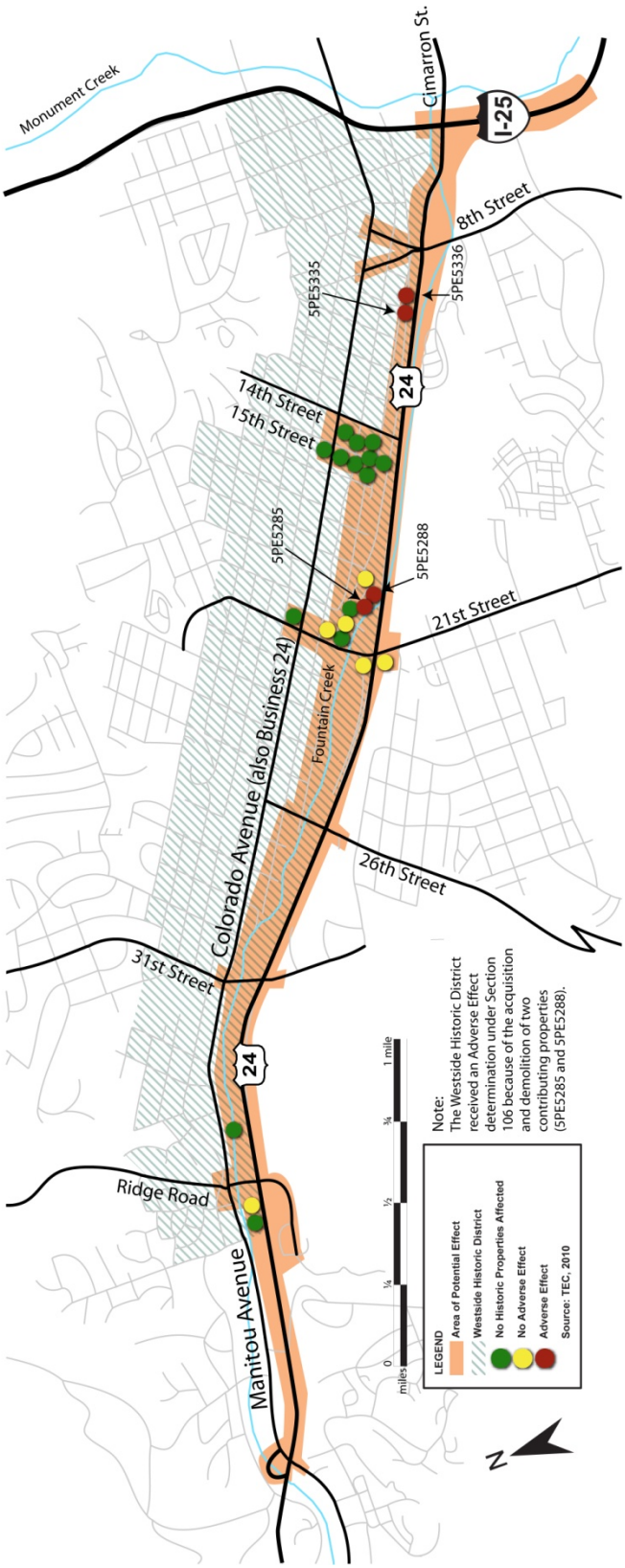
Property Description. The Westside Historic District encompasses the area north of US 24 between I-25 to the east and Columbia Road to the west, as shown in **Exhibit 6-19**. It is a residential/mixed-use neighborhood constructed between the late 1800s and early 1900s. It contains more than 60 subdivisions and thousands of properties.

Typical Residential Dwelling in the Westside Historic District

The Westside Historic District is **eligible for listing in the National Register under Criterion A** for its role in the development of Colorado Springs and **Criterion C** for its architectural significance a late Nineteenth Century and Early Twentieth Century commercial and residential neighborhood.

Of the affected historic properties within the study area (5EP5285, 5EP5288, 5EP5335, 5EP5336, and 5EP5218), the two residential properties (5EP5285 and 5EP5288) on Sheldon Avenue contribute to the Westside Historic District. The two industrial properties (5EP5335 and 5EP5336) and the Timberline Lodge Motel (5EP5218) were determined to not contribute to the Westside Historic District.

EXHIBIT 6-19
Westside Historic District



Section 4(f) Use. Both the US 24 Freeway Alternative and the Proposed Action would acquire and demolish two contributing properties within the Westside Historic District (5EP5285 and 5EP5288), as shown previously in **Exhibit 6-12** and **Exhibit 6-14.**

Measures to Avoid and Minimize Harm.

Avoidance: The project team evaluated six design options for their potential to avoid impacts to the Westside Historic District including houses at 1815 Sheldon Avenue (5EP5285), shown previously in **Exhibit 6-10,** and 1803 Sheldon Avenue (5EP5288), shown previously in **Exhibit 6-12**.

The project team evaluated six design options at this location for their potential to avoid impacts to the historic houses (5EP5288 and 5EP5285). Five of the design options shifted the roadway to the north, maintaining the existing south right-of-way line of US 24, and one design option shifted US 24 to the south. All five of the interchange or intersection options that move US 24 to the north would require full acquisition of the historic houses (5EP5288 and 5EP5285). These design options are shown in detail in **Appendix B** of the US 24 West EA and are listed below:

- **Design Option 10:** 21st Street Signalized Intersection
- **Design Option 11:** 21st Street Diamond Interchange with Loop
- **Design Option 12:** 21st Street Split Diamond Interchange with 18th Street
- **Design Option 13:** 21st Street Tight Diamond Interchange
- **Design Option 14:** 21st Street SPDI to the North

The one option to widen to the south, **Design Option 15:** 21st Street SPDI South has the potential to avoid use of the historic houses (5EP5288 and 5EP5285). To avoid impacting the former Midland Terminal Railroad Roundhouse, the designers would have to realign US 24 to the far south, as shown previously in **Exhibit 6-15**.

For the same reasons, this avoidance option does not work for avoiding the 21st Street pocket park. As discussed in **Section 4.5.1.1, 21st Street Pocket Park,** of the US 24 West EA, this option is not a prudent alternative to avoiding the Westside historic houses (5EP5288 and 5EP5285).

The other five design options widened the roadway to the north, maintaining the existing south right-of-way line of US 24. With the widening to the north, all of the other five interchange or intersection options evaluated for US 24 and 21st Street would require full acquisition of these properties. The five other design options considered are shown in detail in **Appendix B** of the US 24 West EA and are listed below:

- **Design Option 10:** 21st Street Signalized Intersection
- **Design Option 11:** 21st Street Diamond Interchange with Loop
- **Design Option 12:** 21st Street Split Diamond Interchange with 18th Street
- **Design Option 13:** 21st Street Tight Diamond Interchange
- **Design Option 14:** 21st Street SPDI to the North

Measures to avoid the two contributing properties within the Westside Historic District would have impacted other district Section 4(f) resources such as the former Midland Terminal Railroad Roundhouse, a property on the National Register of Historic Places. This avoidance option would separate the former Midland Terminal Railroad Roundhouse from its historic association.

Minimization: The alignment of the Proposed Action was laid out to minimize harm to the Westside Historic District by avoiding as many properties as possible. The Proposed Action was then refined to minimize harm to the two affected contributing historic properties. However,

construction of the highway requires the consumption of the backyards of the two residences and would leave the homes in a setting that is not livable. Therefore, it was determined that partially acquiring the needed land and leaving the structures did not minimize harm to the properties or the Westside Historic District.

Mitigation: Mitigation for impacts to Westside Historic District has been developed through consultation with the Colorado SHPO and other consulting parties and is documented in a MOA. The MOA is included in **Appendix H** of the US 24 West EA and mitigation considered includes, but is not limited to, interpretive signing and architectural salvage from historic buildings.

6.5.3 Section 4(f) Use and Mitigation Summary

Exhibit 6-20 provides a summary of information presented in this section that documents the Section 4(f) resource evaluation and the proposed mitigation for impacted Section 4(f) resources for both the US 24 Freeway Alternative and the Proposed Action.

EXHIBIT 6-20
Summary of Section 4(f) Resource Evaluation

Site Number	Property Description	Property Type	Property Name/ Address	Section 4(f) Use [1]	Proposed Mitigation
N/A	Park	Park	21st Street Pocket Park	Full Acquisition	The Prospector Sculpture will be relocated to a location along US 24.[2]
N/A	Park	Park	Vermijo Park	Partial Acquisition 0.01 acres	CDOT will provide $50,000 to plan Vermijo Park.[2] All trees greater than 2 inches in diameter at breast height will be replaced.
N/A	Trail	Recreation	Midland Trail	Partial Acquisition 0.3 miles	Realign the trail between 8th Street and 11th Street to ensure a connection with the full trail.
					Prior to construction, either complete the realignment of the trail or provide a safe detour until the permanent realigned trail is completed.[2]
				Temporary disruption to add grade separation at four cross-streets	At-grade crossings will remain available for use, with detours as necessary, while the grade-separation construction project is underway. See **Figure 6.9**.
N/A	Trail	Recreation	Pikes Peak Greenway and parallel park spur trail	Temporary disruption due to loop ramp construction	CDOT will work with the City of Colorado Springs to sign a detour and provide advance notice to users
5EP5285	Residential Building	Historic Site	1815 Sheldon Avenue	Full Acquisition	Details are contained in the signed Section 106 MOA.[3]
5EP5288	Residential Building	Historic Site	1803 Sheldon Avenue	Full Acquisition	Details are contained in the signed Section 106 MOA.[3]

EXHIBIT 6-20
Summary of Section 4(f) Resource Evaluation (Continued)

Site Number	Property Description	Property Type	Property Name/ Address	Section 4(f) Use [1]	Proposed Mitigation
5EP5335	Commercial Building	Historic Site	CITGO 302 South 10th Street	Full Acquisition	Details are contained in the signed Section 106 MOA.[3]
5EP5336	Commercial Building	Historic Site	Chief Petroleum 301 South 10th Street	Full Acquisition	Details are contained in the signed Section 106 MOA.[3]
5EP5218	Hotel/Motel	Historic Site	Timber Lodge 3627 West Colorado Avenue	Partial Acquisition 0.43 acres	Details are contained in the signed Section 106 MOA.[3]
5EP5364	Historic District	Historic District	Westside Historic District	Full Acquisition of 2 contributing properties (1815 Sheldon Avenue and 1803 Sheldon Avenue)	Details are contained in the signed Section 106 MOA.[3]

6.6 Least Harm

The Section 4(f) regulation states that, if no feasible and prudent alternative exists that avoids use of Section 4(f) properties, FHWA "may approve only the alternative that causes the least overall harm in light of the statute's preservation purpose." In determining the alternative that causes the overall least harm, the following factors must be balanced and weighted before deciding which alternative would cause the least overall harm (23 CFR 774.3):

[1] This table summarizes the Section 4(f) evaluation for both the US 24 Freeway Alternative and the Proposed Action. Note that both build alternatives would use the same Section 4(f) resources to the same degree.

[2] The City of Colorado Springs owns and maintains this park. CDOT consulted with the City of Colorado Springs Parks, Recreation & Cultural Services Department to determine these mitigation measures. See **Appendix I** of the US 24 West EA for details.

[3] The Section 106 MOA is included in **Appendix H** of the US 24 West EA and mitigation considered includes, but is not limited to: interpretive signing and architectural salvage from historic buildings, and investigation into the reuse of the Chief Petroleum sign.

i. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);

ii. The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;

iii. The relative significance of each Section 4(f) property;

iv. The opinions of the official(s) with jurisdiction over each Section 4(f) property;

v. The degree to which each alternative meets the purpose and need for the project;

vi. After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and

vii. Substantial differences in costs among the alternatives.

As indicated previously in **Exhibit 6-4**, each of the build alternatives requires the use of the same eight Section 4(f) properties and one historic district, which is also a Section 4(f) property. Because the direct Section 4(f) use is the same for each build alternative, many of the above factors do not aid in making a determination of least harm (that is, factors i through iv). Therefore, emphasis is placed on factors v through vii.

Both build alternatives satisfy the purpose and need for the project (factor v); however, the Midland Expressway Alternative (Proposed Action) better meets the purpose and need. The US 24 Freeway Alternative emphasizes regional mobility between Colorado Springs and the mountains, rather than access to local neighborhoods and destinations between I-25 and Manitou Avenue. Because the US 24 Freeway Alternative was designed to serve local traffic from grade-separated interchanges, it gives preference to regional travel with higher speeds on the mainline. This would reduce access to local destinations, neighborhoods, and some public amenities, such as Vermijo Park. The Midland Expressway Alternative (Proposed Action) does a better job of balancing local travel and regional trips while providing improved peak hour operations.

There are differences between the build alternatives in terms of impacts to resources that Section 4(f) does not protect (factor vi). The US 24 Freeway Alternative does not provide the balance needed for all users, is less consistent with the neighborhood context, and would impair some characteristics that make the community unique. A freeway would be more visually intrusive than an expressway. It would change the use and feel of the entryway access into Manitou Springs, the Old Colorado City Historic District, and the neighborhoods that surround it. The Midland Expressway Alternative (Proposed Action) would result in 42 acres of impervious surface area, 4 acres less than the US 24 Freeway Alternative. The US 24 Freeway Alternative would require 10 additional acres of right-of-way over the Midland Expressway Alternative (Proposed Action). Both build alternatives would impact approximately 5.2 acres of waters of the United States, including one small wetland totaling 0.02 acre.

The cost of each alternative is also considered (factor vii). Conceptual program-level construction costs for the US 24 Freeway Alternative are $260 million in 2007 dollars (not including right-of-way acquisition costs). This is compared to $230 million in 2007 dollars for the Midland Expressway Alternative (Proposed Action) (not including right-of-way acquisition). While there is not a substantial difference in costs among the alternatives, there is a difference worth noting because cost differences among alternatives is one of the factors in determining which alternative will cause the least overall harm (23 CFR 774.3).

The Midland Expressway Alternative (Proposed Action) is the least-harm alternative based on factors v, vi and vii. It better meets the project's purpose and need because it has fewer impacts to resources not protected by Section 4(f) and is less expensive than the US 24 Freeway Alternative. The above discussion of least-harm factors is summarized in **Exhibit 6-21**.

EXHIBIT 6-21
Factors to Determine Least-Harm Alternative

Factors to Determine Least Harm 23 CFR 774.3 (c)	Midland Expressway Alternative (Proposed Action)	US 24 Freeway Alternative
(v) The degree to which each alternative meets the purpose and need for the project	• Balances local travelers' needs and the needs of regional commuters with improved peak hour operations while still providing the connectivity needed by local travelers to destinations along US 24 Maintains existing intersection at 26th Street (considered the Gateway to Old Colorado City) as a way to maintain access to US 24 needed by local travelers	• Does not provide the connectivity needed by local travelers to destinations along US 24 • Emphasizes regional mobility between Colorado Springs and the mountains with all grade-separated interchanges
(vi) After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f)	• 42 acres of impervious surface area • A total of 78 acres of right-of-way would be required. • Has community support because of the connectivity of at-grade intersections at 26th Street and 31st Street and because of the more urban arterial feel and the lower speeds. • Is more consistent with neighborhood context for an urban arterial	• 46 acres of impervious surface area • A total of 88 acres of right-of-way would be required. • Is less consistent with neighborhood context because it introduces continuous flow for regional trips • Would impair the urban characteristic that defines the setting by requiring local trips to reroute their trips to the interchanges • Removes intersections at 26th Street, considered the Gateway to Old Colorado City • Community would not support the grade separated freeway because there is no access at 26th Street and because of the freeway feel and also due to the higher speed.
(vii)[1] Differences in costs among the alternatives	• $230 million in 2007 dollars for program level construction cost estimate (not including right-of-way acquisition costs)	• $260 million in 2007 dollars for program level construction cost estimate (not including right-of-way acquisition costs)

[1]23 CFR 774.3 (c) (vii) references "substantial" differences in costs. The costs of each alternative are noted here.

Based on the available factors for consideration in the least harm analysis, the Midland Expressway Alternative (Proposed Action) is the least harm alternative because it better meets the project's purpose and need, has fewer impacts to resources not protected by Section 4(f), and is less expensive than the other prudent and feasible alternative.

6.7 Consultation and Coordination

Agencies and the public have had an opportunity to review and comment on the US 24 West EA and Section 4(f) Evaluation. See **Section 5.3, Public and Agency Comment Period and Public Hearing,** of this FONSI to read about the public comment period, the comments received, and

CDOT's response to the comments. Coordination will continue throughout final design to identify additional opportunities to avoid and minimize potential effects on Section 4(f) properties.

6.7.1 Parks and Recreation Properties

CDOT and FHWA have coordinated with the agency that has jurisdiction over the affected Section 4(f) properties, which is the City of Colorado Springs Parks, Recreation & Cultural Services Department for parks and recreation properties.

Development of the Proposed Action occurred over several years and was guided by extensive public involvement and input from an Executive Leadership Team and a Technical Leadership Team that included elected officials and representatives from the City of Colorado Springs Parks, Recreation & Cultural Services Department. Members of the public and community organizations (such as the City of Colorado Springs' Trails, Open Space, and Parks [TOPS] Working Committee) have been involved from the start of the project, and have helped shape project outcomes as part of a collaborative, interdisciplinary process – sometimes referred to as "Context Sensitive Solutions." The City of Colorado Springs contributed to the design of the Proposed Action and assisted with the identification of Section 4(f) properties. Coordination with the City of Colorado Springs Parks, Recreation & Cultural Services Department regarding Section 4(f) Park and Recreation properties was completed and the City of Colorado Springs' agreement with the mitigation measures is documented in the signed letter in **Appendix I** of the US 24 West EA.

Section 4(f) coordination was conducted in 2014 regarding impacts to the Pikes Peak Greenway and a city spur trail connecting the Greenway to America the Beautiful Park. Please see **Appendix H, Pikes Peak Greenway Trail Section 4(f) Correspondence with City of Colorado Springs**, in this FONSI.

6.7.2 Historic Properties

Agreement among the Colorado SHPO and FHWA has been reached through the Section 106 process of the National Historic Preservation Act concerning effects of this project to the historic Section 4(f) resources. The Colorado SHPO concurred that the project results in an adverse effect in a concurrence letter dated December 27, 2010 (see **Appendix H** of the US 24 West EA). The Section 106 correspondence letter and MOA are located in **Appendix H** of the US 24 West EA. The City of Colorado Springs Historic Preservation Board and the El Paso County Public Services Department were involved in the Section 106 process.

6.8 Determination of Use

Based on the analysis and supporting documentation provided in the Section 4(f) evaluation, FHWA has determined that there is no feasible and prudent avoidance alternative to the permanent use of nine resources and temporary use of one resource protected under Section 4(f). The Proposed Action causes the least overall harm and includes all possible planning to minimize harm to these properties resulting from the Proposed Action, as demonstrated by the mitigation commitments in Section 6.5 of this Section 4(f) Evaluation.

Chapter 7 – Finding of No Significant Impact

The FHWA has determined that the Proposed Action for transportation improvements to US 24 West from I-25 to Ridge Road, described in **Chapter 2, Description of the Proposed Action**, will have no significant impact on the environment. This FONSI is based on the analysis presented in the US 24 West EA and on the consideration of public and agency comments on the US 24 West EA. The US 24 West EA is included on the disc in **Appendix A** of this FONSI. Responses to public and agency comments are presented in **Chapter 5, Coordination and Response to Comments**. After evaluation of the US 24 West EA and public and agency comments, FHWA and CDOT determined that the US 24 West EA adequately and accurately describes the Proposed Action and discusses the purpose and need for the project, socioeconomic and environmental issues and impacts of the proposed project, and the appropriate mitigation measures as summarized in **Chapter 4, Impacts, Mitigation Measures, and Permit Requirements.** The FHWA and CDOT take full responsibility for the accuracy, scope, and content of the attached EA and the information provided in this FONSI.

Additionally, FHWA has determined that there are no feasible and prudent avoidance alternatives to the use of the nine resources protected under Section 4(f) and that the Proposed Action includes all possible planning to minimize harm.

Chapter 8 – References

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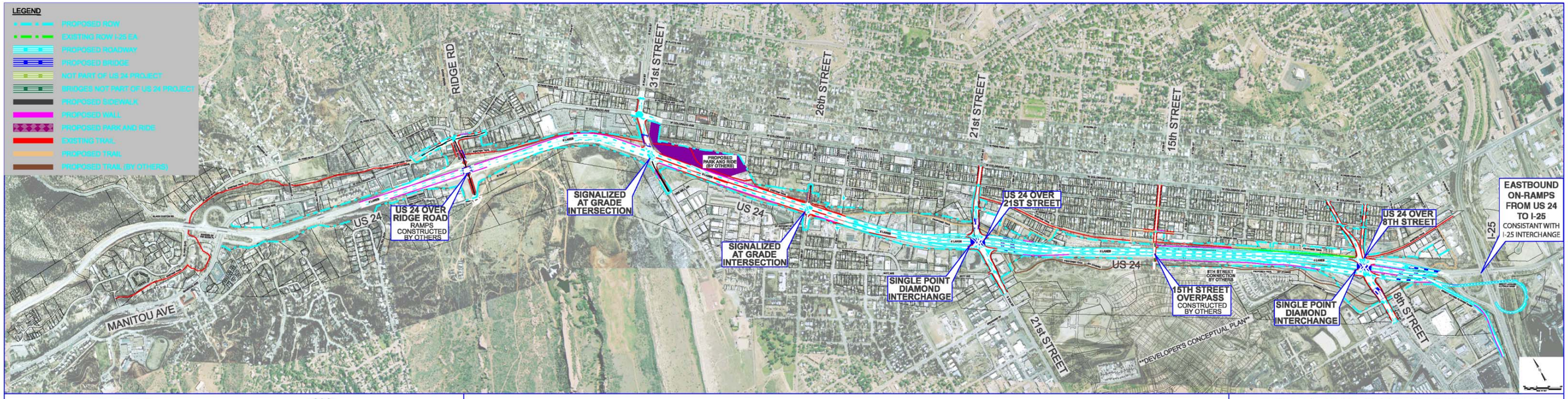
Appendix A
US 24 West Environmental Assessment and Section 4(f) Evaluation
(included electronically on attached CD)

Appendix B
Public Hearing Summary Report
(included electronically on attached CD)

Appendix C
Map of US 24 West Proposed Action



Envision 24 West
The Entryway

US 24 WEST MIDLAND EXPRESSWAY: THE PROPOSED ACTION

NOT FOR CONSTRUCTION

DATE: 02/28/09

US 24 WEST MIDLAND EXPRESSWAY: THE RECOMMENDED ALTERNATIVE

Appendix D
Technical Memorandum to Differentiate US 24 West EA and I-25/US 24 Interchange Projects

MEMORANDUM COLORADO

DEPARTMENT OF TRANSPORTATION
Region Two – North Program Engineering
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To:	Joshua Kiel, Operations Engineer, FHWA
CC:	Dahir Egal, Operations Engineer, FHWA
	Stephanie Gibson, Environmental Program Manager, FHWA
	Vanessa Henderson, Environmental Programs Branch, CDOT
From:	David Watt, Resident Engineer Region 2, CDOT and
	Lisa Streisfeld, Planning and Environmental Manager Region 2, CDOT
Date:	February 28, 2014
Subject:	*US 24 West Environmental Assessment:*
	Technical Memorandum to Differentiate US 24 West EA and I-25/US 24 Interchange Projects.

1.0 Purpose

The purpose of this Technical Addendum is to differentiate the limits and the identified funding for projects on the US 24 "West" and Interstate 25 corridors in CDOT Region 2 North Engineering Program. *The I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI* corridor is 26 miles from South Academy Boulevard (Exit 135) to State Highway 105 (Monument - Exit 161). The *US 24 West EA Corridor* is 4 miles. These two corridors overlap at the I-25/US 24 interchange, shown in Figure 1, where a Design-Build construction project is scheduled for 2014 (See Section 4.1 of this Technical Memorandum). While the current proposed design for the interchange meets the needs of both corridors, some design elements were developed specifically to meet the needs of one corridor or the other. Under established FHWA and CDOT financial procedures, it is necessary to assign the associated costs and funding to the appropriate project elements. Each corridor is identified in the Pikes Peak Council of Government's (PPACG) Long Range Plan. This is especially important because this assignment of costs could affect the financial planning requirements applicable to the *I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI* corridor and *US 24 West EA* corridor.

Figure 1. I-25/US 24 Interchange Area

2.0 Introduction

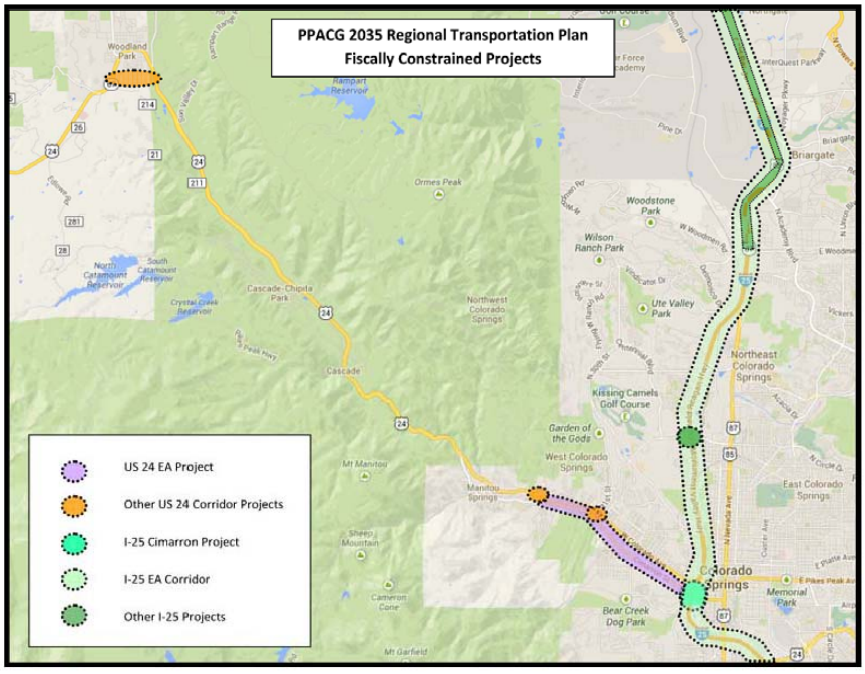
The I-25/US 24 interchange in Colorado Springs, Colorado, as shown in Figure 1, is the connection between Interstate 25 and US Highway 24 West which have both been subjects of recent Environmental Assessments completed and approved by the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). Proposed improvements to this same interchange have been examined twice, first in the March 2004 *I-25 Improvements through the Colorado Springs Urbanized Area EA* (FONSI, September 2004) and then in the May 2012 *US 24 West EA* (no decision document issued to date). Improvements to the I-25/US 24 interchange are identified in Pikes Peak Area Council of Governments' fiscally constrained 2035 Regional Transportation Plan (RTP).

3.0 US Highway 24 West Corridor Improvements

The PPACG 2035 RTP defines the 21-mile US 24 West Corridor as extending from I-25 west to Edlowe Road west of Woodland Park and includes multiple projects. This corridor is different from, but includes, the 4-mile segment of US 24 that was studied in the 2012 *US 24 West EA*. The specific US 24 West Corridor projects listed in the RTP, as shown in Figure 2, include:

- A four lane bypass of Woodland Park,
- Reconstruction of the Manitou Avenue interchange,
- Construction of a park-and-ride facility at 31st Street, and
- US 24 West EA improvements:
  a) Widening of US 24 to six lanes from I-25 to Manitou Avenue, interchanges at 21st Street and 8th Street, and
  b) An eastbound-to-northbound loop ramp at I-25 (shown in blue in Figure 3).

Figure 2. US 24 West and I-25 Fiscally Constrained Projects



3.1 US 24 West EA (2012)

The *US 24 West EA* defined its project limits as:

> "The project's limits encompass a 4-mile segment along US 24 from the Interstate 25 25 (I-25) interchange (milepost 303.8) west to the Manitou Avenue interchange (milepost 299.1)." [Executive Summary, page ES-1, line 24]

The Proposed Action for the approved 2012 *US 24 West EA* includes a description of the I-25/US 24 interchange, as follows:

> **"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, 1st bullet.]

Figure 3 illustrates how the proposed *US 24 West EA* improvements would connect with the *I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI* improvements at the I-25/US 24 interchange. The proposed *US 24 West EA* improvements are shown in blue and the I-25/US 24 interchange improvements are shown in green.

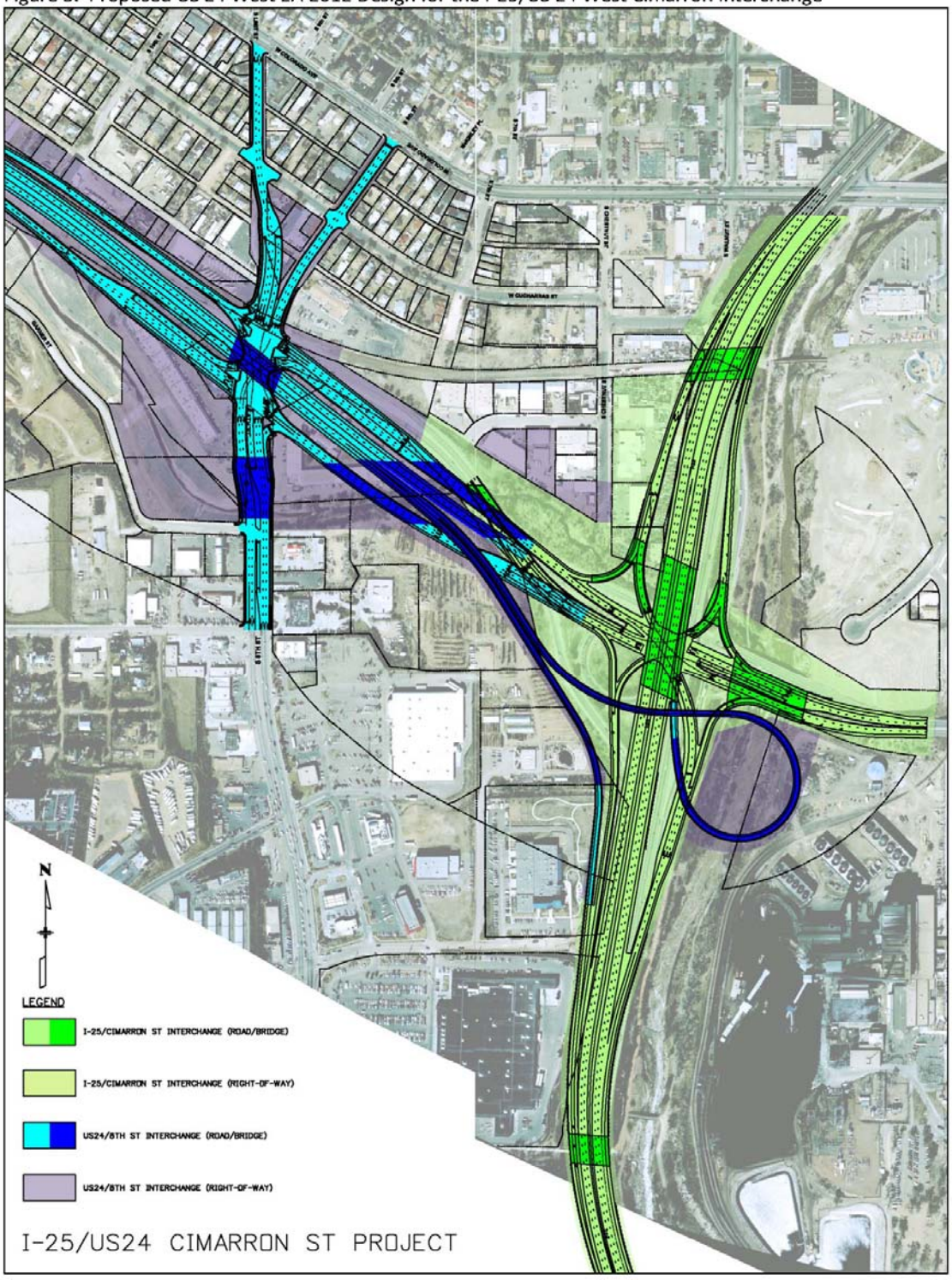
4.0 I-25 Corridor Improvements

The I-25 corridor improvements, as defined in the PPACG 2035 RTP, extend from South Academy Boulevard (exit 135) north to the Douglas County Line (exit 163). These improvements include widening for the entire corridor and reconstruction of various interchanges along the length of the corridor. These I-25 interchanges include Fillmore Street and Cimarron Street, as shown in Figure 2. The improvements also include future addition of High Occupancy Vehicle (HOV) lanes through central Colorado Springs. These improvements were addressed in the *I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI*.

The *I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI* envisioned that funding for all recommended improvements would not become available at one time, but instead the 26 miles of freeway widening would occur in phases over time. The first priority phase called for widening in central Colorado Springs, followed by widening in northern El Paso County, and finally widening from Colorado Springs to the south. Several of these projects have been completed or are in the process of being constructed and include:

- Colorado Springs Metro Interstate Expansion ("COSMIX") project which addressed most of the first phase of the *I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI* and was completed in 2007 and resulted in 12 miles of 6-lane interstate. Funding limitations did not allow all the interchanges to be constructed as part of the mainline.
- Widening from Woodmen Road to Monument is a phase 2 project that is currently under construction. Re-evaluation documentation was prepared by CDOT for this project, as some of the 2004 EA analysis was becoming dated and various laws, regulations and methodologies applicable to the 2004 EA had been superseded. The Re-evaluation was approved December 20, 2012.

Figure 3. Proposed *US 24 West EA* 2012 Design for the I-25/US 24 West Cimarron Interchange



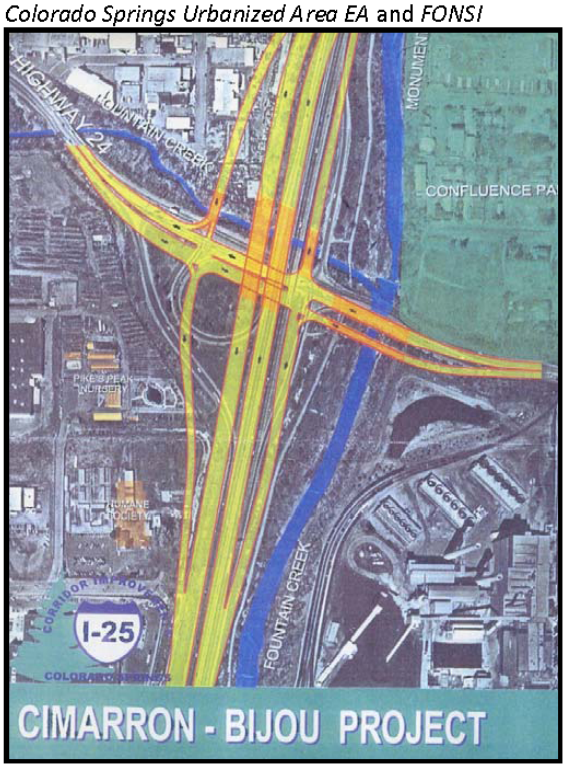
- The I-25/Fillmore Street interchange reconstruction is scheduled to start construction in early 2014 as a "fill-in" interchange project of the EA's Phase 1 improvements. Originally planned as a single-point urban interchange (SPUI) in the *I-25 Improvements through the Colorado Springs Urbanized Area EA* it has now been modified to a diverging diamond interchange (DDI). A Re-evaluation is planned to be completed by early 2014.
- The I-25/US 24 interchange is also a "fill-in" interchange project of the I-25 *Improvements through the Colorado Springs Urbanized Area EA* and *FONSI*, shown in Figure 2. Originally planned as a tight diamond interchange, shown in Figure 4. The design evolved during the US 24 West EA to a SPDI concept that would better accommodate increased traffic projections on US 24 and not preclude a future eastbound-to-northbound loop ramp as part of the ultimate US 24 build-out.

4.1 I-25/US 24 Interchange Design-Build Project

Funding has been identified for construction of the I-25/US 24 interchange, as shown in green in Figure 3, and CDOT is preparing to undergo a design-build contractor selection process for this project. Funding for design of the I-25/US 24 interchange is included in the current PPACG TIP for the I-25 Corridor package, as is funding for the Fillmore interchange. As discussed previously, the I-25/US 24 interchange has been designed to not preclude a future eastbound-to-northbound loop ramp, which is an element of the ultimate US 24 West EA build-out. This loop ramp is not needed at this time and thus is not an element of the 2014 design-build project.

This design-build project will incorporate the interchange configuration shown in Figure 2 instead of the tight diamond configuration in the *I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI,* which is shown in Figure 4. The new SPDI interchange design will more efficiently accommodate updated traffic forecasts and will not preclude a future loop ramp for eastbound-to-northbound travel as proposed in the ultimate configuration of the US 24 / 8th Street interchange complex.

Figure 4. Initially Proposed Cimarron Interchange Configuration in the *I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI*



A re-evaluation of *I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI* will be accomplished in 2014 for the I-25/US 24 interchange, similar to what was completed in 2012 for the current I-25 north widening project.

5.0 Funding

Current PPACG fiscally constrained 2035 RTP Project List, shown in Figure 5, includes funding for improvements to the two distinct corridors of US 24 West and I-25. Text boxes and shading has been added to this document to identify individual project areas and their associated costs within the larger corridor programs.

5.1 US 24 West Corridor and the *US 24 West EA* Project

PPACG's fiscally constrained 2035 RTP Project List has identified $461 million for the US 24 West Corridor projects. These projects include:

- A four lane bypass of Woodland Park,
- Reconstruction of the Manitou Avenue interchange,
- Construction of a park-and-ride facility at 31st Street, and
- US 24 West EA improvements: Widening of US 24 to six lanes from I-25 to Manitou Avenue, interchanges at 21st Street and 8th Street, and an eastbound-to-northbound loop ramp at I-25.

The US 24 West EA preferred alternative includes six construction packages as identified in Figure 6. The construction, engineering and right-of-way costs for these six packages are $240,026,800. Debt service, based on 4% annual inflation over the duration of PPACG's fiscally constrained plan, on the $240,026,800, as detailed in Figure 7, is $96,328,589 for a total cost to deliver the *US 24 West EA* preferred alternative of $336,355,389. This will leave $124,644,611 for the other US 24 West Corridor projects identified above, based on PPACG fiscally constrained plan.

5.2 I-25/US 24 Interchange

$95 million in funding has recently become available for construction of the I-25/US 24 interchange, and CDOT is currently preparing to undergo a design-build contractor selection process. The funding sources include:

- $24 million in CDOT RAMP program funds (Responsible Acceleration of Maintenance and Partnerships),
- $6 million in local matching funds from the City of Colorado Springs and El Paso County,
- $18.3 million from RAMP Asset Management funds, and
- $46.7 million in accelerated TIP funds.

Funding for design of the I-25/US 24 interchange is included in the current PPACG TIP as part of the same project referenced above for the Fillmore interchange.

Figure 5. PPACG Fiscally Constrained RTP Project List

2035 Regional Transportation Plan Update Draft Fiscally Constrained Project List

Projects competing to be included in the fiscally constrained project list. Projects with funding shown are those being proposed for the draft fiscally constrained list of projects.

State / Federal Funding Source	Project Name	Project Description	Entity	Project Cost	Funding Period 2011 - 2015	Funding Period 2016- 2020	Funding Period 2021-2025	Funding Period 2026 - 2030	Funding Period 2031-2035	% FUNDED
7th Pot FASTER	I-25: S. Powers Blvd to Douglas County Line	Complete the reconstruction of I-25 from S. Academy Blvd. to Douglas County line. Includes reconstruction of some interchanges including both the Cimarron St. and Fillmore St. interchanges, widening to 6 general purpose lanes from /s. Academy Blvd. to Douglas County line.	CDOT	$330,000,000	$63,000,000	$225,000,000	$45,500,000			100.0%
				I-25 Widening from Woodmen Road to Monument				$ 63,000,000		
				Cimarron St Interchange				$ 95,000,000		
				Fillmore St Interchange				$ 13,000,000		
7TH Pot FASTER Congestion Relief Safety	Powers Blvd: Mesa Ridge Pkwy to I-25 (at Northgate Rd)	Upgrade the corridor to a grade separated freeway from Woodmen Rd To Platte Ave. This will include roadway construction and new interchanges and grade separation from SH 83 south to Grinnell St.	CDOT	$ 895,00,000	$39,000,000	$19,000,000	$16,000,000	$195,000,000	$176,000,000	49.7%
Regional Priorities Program	US 24 West: I-25 to Edlowe Rd.	Complete studies to identify needed improvements along this corridor and implement recommendations. Improve geometrics and intersections from I-25 to Edlowe Rd. west of Woodland Park. Add interchanges to various locations from 8th St. to Manitou Springs. Widen to six lanes from I-25 to Manitou Ave. and reconstruct interchange at Manitou Ave. Construct a park-and-ride facility at 31st St. Construct a four-lane bypass from about Glendale Dr. to Bluebird Hill St.	CDOT	$461,000,000	$12,000,000	$16,000,000	$290,000,000	$72,000,000	$71,000,000	100.0%
				US 24 West EA project Year of Expenditure costs				$ 336,355,389[1]		
				Available for other US 24 Corridor Projects				$ 124,644,611		
FASTER (50%) Enhancements (5%) STP-Metro (25%) Transit (20%)	Academy Blvd. Corridor Improvements (ABC Great Streets Study)	Reconstruct roadway from Maizeland to Proby Parkway; enhance Multi-modal infrastructure and connections from Maizeland to Fort Carson; redevelop as a primary Transit Corridor.	CS	$35,000,000	$27,000,000				$8,000,000	100%

I-25 EA Corridor Projects
US 24 EA Project
Other US 24 Corridor Projects not included in US 24 EA

1 - See *Year of Expenditure Funding for US 24 Corridor Projects* for a detailed breakdown of costs.

Note: This is a PPACG document. Text boxes and shading, colors correspond to Figure 2, were added to make a distinction between projects.

Agenda Item No. 7 Attachment 2
Page 1

Figure 6. US 24 Project Costs

Project Summary: US-24 West Corridor

Package #	Package Name	Construction Cost	Engineering Cost	ROW Cost	Total Program Cost
1	Manitou Ave.*	NA *	NA *	NA *	NA *
2	Ridge Rd.	$18,742,700	$3,445,300	$1,924,900	$24,112,900
3	31st St.	$19,444,300	$3,574,300	$2,754,300	$25,772,900
4	26th St.	$8,973,200	$1,649,500	$258,000	$10,880,700
5	21st St.	$28,877,900	$5,308,500	$15,201,000	$49,387,400
6a	15th St. (US-24 & ROW)	$6,220,000	$1,143,400	$3,209,800	$10,573,200
6b	15th St. (Structures & Ramps)**	NA**	NA**	NA**	$0 **
7	8th St./I-25	$81,007,500	$14,891,100	$23,401,100	$119,299,700
	***EA* Subtotal:**	**$163,265,600**	**$30,012,100**	**$46,749,100**	**$240,026,800**
8	Manitou/Colorado Ave.	$ 2,598,500	$ 477,700	$ -	$ 3,076,200
9	Greenway	$ -	$ -	$ -	$ -
10	Flood Control	$ 37,087,300	$ 6,817,500	$ 20,799,500	$ 64,704,300
	***Corridor* Total**	**$ 202,951,400**	**$ 37,307,300**	**$ 67,548,600**	**$ 307,807,300**

Package 1:	Manitou Avenue	Safety Project NOT selected
Package 2:	Ridge Road	In US 24 EA Preferred Alternative
Package 3:	31st Street	In US 24 EA Preferred Alternative
Package 4:	26th Street	In US 24 EA Preferred Alternative
Package 5:	21st Street	In US 24 EA Preferred Alternative
Package 6a:	15th Street	In US 24 EA Preferred Alternative
Package 7:	8th St/Limit & I-25	In US 24 EA Preferred Alternative
Pacakge 8:	Manitou/Colorado Avenues (OPTION)	
Package 9:	Greenway	
Package 10:	Flood Control Costs E. of 31st Street (OPTION)	

US 24 EA Project

US 24 Corridor Projects

* Not part of US 24 West EA - Local Agency Project

** Not part of US 24 West EA – Possible Public and Private Funding

Figure 7. Year of Expenditure

Year of Expenditure Funding for the US 24 Corridor Projects

Year of Expendature	Project Name	Project Cost	PPACG Appropriated Funding for US 24 Corridor Projects	US 24 EA Project Budget	Other Corridor Projects*	Annual Inflation @ 4%	Carry Over
2011	US 24 EA	$240,026,800	$12,000,000	(228,026,800)		0	(228,026,800)
2012				(228,026,800)		9,121,072	(237,147,872)
2013				(237,147,872)		9,485,915	(246,633,787)
2014				(246,633,787)		9,865,351	(256,499,138)
2015				(256,499,138)		10,259,966	(266,759,104)
2016			$16,000,000	(250,759,104)		10,030,364	(260,789,468)
2017				(260,789,468)		10,431,579	(271,221,047)
2018				(271,221,047)		10,848,842	(282,069,889)
2019				(282,069,889)		11,282,796	(293,352,684)
2020				(293,352,684)		11,734,107	(305,086,792)
2021			$290,000,000	(15,086,792)		603,472	(15,690,263)
2022				(15,690,263)		627,611	(16,317,874)
2023				(16,317,874)		652,715	(16,970,589)
2024				(16,970,589)		678,824	(17,649,412)
2025				(17,649,412)		705,976	(18,355,389)
2026			$72,000,000	$0	$53,644,611		$53,644,611
2027					$53,644,611		$53,644,611
2028					$53,644,611		$53,644,611
2029					$53,644,611		$53,644,611
2030					$53,644,611		$53,644,611
2031			$71,000,000		$124,644,611		$124,644,611
2032					$124,644,611		$124,644,611
2033					$124,644,611		$124,644,611
2034					$124,644,611		$124,644,611
2035					$124,644,611		$124,644,611
Totals:		**$240,026,800**	**$461,000,000**			**$96,328,589**	

US 24 EA Project Costs:	$240,026,800	
Inflation on Project Costs based on YOE:	$96,328,589	
Actual US 24 EA Project Cost with Inflation:	**$336,355,389**	(Year of Expenditure)
PPACG Appropriated Funding	$461,000,000	
US 24 EA Project Costs Plus Inflation:	$336,355,389	
Remaining Available Project Funds*:	**$124,644,611**	

* Remaining projects for reconstruction of interchange at Manitou Avenue, 4 lane bypass from Glendale Drive to Bluebird Hill Street, and Park-and-ride at 31st Street

6.0 Project Impacts

As discussed earlier, the proposed improvements at the I-25/US 24 interchange have been the subject of two recent Environmental Assessments, first in the March 2004 *I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI* then in the May 2012 *US 24 West EA*. A comparison of impacts for key resources from each EA is shown in Table 1.

CDOT will undertake a Re-Evaluation of the *I-25 EA* and *FONSI* for the I-25/ US 24 interchange project this winter and spring of 2014. All natural and socio-economic resources will be revisited and evaluated based on the current environmental conditions and any new information, refined design, laws, regulations and policies. A mitigation tracking table will also be developed as part of the Re-Evaluation of the NEPA clearance for the interchange. This mitigation table will be included in the Design Build Request for Proposal package for ultimate inclusion in the project construction plans.

7.0 Conclusion

Region 2 staff have analyzed the proposed *US 24 West EA* improvements and their relationship with the proposed I-25/US 24 interchange improvements. While these two corridors overlap at the I-25/US 24 interchange, the two corridors serve separate travel functions and have independent utility. The I-25 SPDI interchange project is needed to meet the *I-25 Improvements through the Colorado Springs Urbanized Area EA* and FONSI purpose and need, and the future upgrade at this location will address the *US 24 West EA* purpose and need.

This memorandum constitutes an addendum to the approved *US 24 West EA* and will be reflected in the subsequent decision document. This information will also be included with *the I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI* Re-Evaluation for the interchange. Both documents will clearly reflect how the design-build project meets the needs of the two corridors.

Table 1. Comparison of Impacts

Resources	Impacts Identified in the I-25/US 24 Interchange Footprint		To Be Studied as part of the *I-25 Improvements through the Colorado Springs Urbanized Area EA* and *FONSI* Re-evaluation (based on higher level of design)
	US 24 West EA (2012)	*I-25 Improvements through the Colorado Springs Urbanized Area EA and FONSI* (2004)	
Floodplains	As proposed US 24 will be removed from the 100 yr floodplain	As proposed I-25 will remain out of the 100 yr floodplain, and US 24 impacts will be minimized	Yes
Cultural/Historic Properties	0	0	Yes
Right-of-Way (parcels)	6	7–9	Yes
Parks, Trails and Recreational Resources (Temporary, relocation, and indirect impacts)	America the Beautiful Park, Pikes Peak Greenway, Midland trail, and Bear Creek trail	America the Beautiful Park, Pikes Peak Greenway, Midland trail, and Bear Creek trail	Yes
Riparian Habitat / Wetlands	Minimal, No wetlands	Up to 1.2 acres of wetlands	Yes
Water Resources/ Water Quality	1 pond	None	Yes
Section 4(f) and 6(f) Regulated Properties	0	0	Yes
Visual	None	None	Yes
Noise	None*	1 Park as a receptor	Yes
Air Quality	None	None	Yes
Hazardous Materials	2 Recognizable Environmental Conditions	2 Recognizable Environmental Conditions	Yes (A Phase 2 Environmental Site Assessment is already underway in preparation for the Re-evaluation.
Fish/ Wildlife/ Threatened. Endangered and State Sensitive Species	No T&E, Endangered, or Sensitive Species, Minimal habitat loss	No T&E, Endangered, or Sensitive Species, Minimal habitat loss	Yes

* Park addressed in the *I-25 Improvements through the Colorado Springs Urbanized Area EA and FONSI* and no new impacts based on US 24 West EA footprint.

Appendix E
Memorandum on I-25/US 24 Interchange Right-of-Way Impacts

March 17, 2014

To: Dave Watt, CDOT Region 2
From: Doug Eberhart, Wilson & Company
Subject: **I-25/US 24 INTERCHANGE RIGHT-OF-WAY IMPACTS**

This paper identifies potential right-of-way and relocation issues associated with the I-25/US 24 interchange project that will be undertaken by the Colorado Department of Transportation in 2015. Interchange improvements at this location were approved as part of the I-25 Environmental Assessment approved by CDOT and the Federal Highway Administration in 2004.

While other parts of that EA's Proposed Action have been constructed, this interchange has been awaiting project funding. Based on the current anticipated design, which differs slightly from the one shown in the 2004 I-25 EA, the project is expected to affect nine right-of-way parcels, of which CDOT has already acquired two. See Figure 1.

Ownership data for the nine affected parcels are presented in Table 1, and each parcel is then discussed in further detail. For convenience, each parcel is discussed using the ID number from the figure, rather than its ten-digit Assessor's parcel number.

Figure 1
Right-of-Way Parcels Potentially Impacted by I-25/US 24 Interchange Project

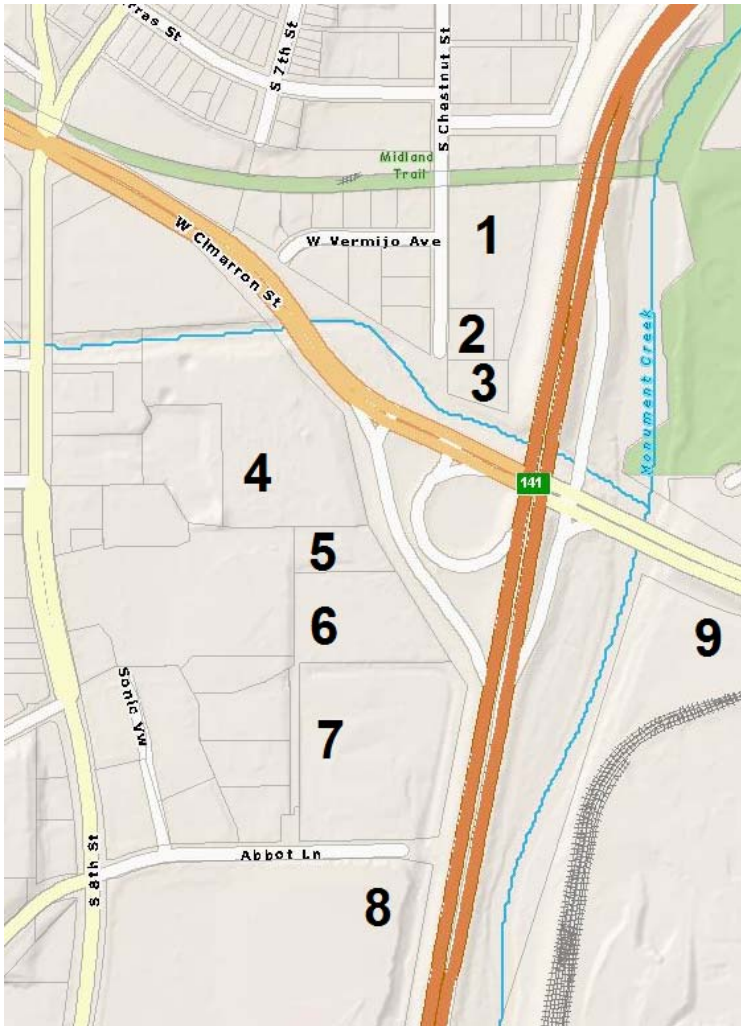


Table 1
Details of Acquisitions Needed for the I-25/US 24 Interchange Project

ID	Parcel #	Address	Owner	Acres	ROW Needed
1	7413-402-012	215 S. Chestnut	CDOT (May 2013)	2.90	no additional
2	7413-402-009	311 S. Chestnut	Chestnut Street Partners	0.59	full take
2	7413-402-006	331 S. Chestnut	CDOT (August 2013)	0.65	no additional
4	7413-400-041	S. 8th Street	Broadcast LLC (vacant)	7.33	partial take
5	7413-400-042	660 Abbot Ln	H. Hoth/Landscape Enterprises	0.96	partial take
6	7413-400-046	630 Abbot Ln	Humane Society	3.32	partial take
7	7413-409-004	610 Abbott Ln	Humane Society	5.63	partial take
8	7424-113-008	707 S. 8th St	Wal-Mart	17.90	partial take
9	7424-101-014	Power Plant	City of Colorado Springs	66.16	potential partial take for sidewalk

Right-of-way for the interchange will be needed from three of its four quadrants. No right-of-way will be needed from the northeastern quadrant, which includes the America the Beautiful Park.

NORTHWESTERN QUADRANT OF THE INTERCHANGE

Full acquisition of three right-of-way parcels (including two already required) is necessary to accommodate the planned new I-25 southbound off-ramp to US 24:

Parcel #1: In 2013, CDOT purchased the 2.9-acre property at 215 South Chestnut Street from the previous owner, Michael Devrient.

Parcel #2: The US 24 West EA indicated that this property has five tenant businesses that would need to be relocated. Among the properties that have not yet been acquired, this one is the only remaining full take and the only one requiring any business relocation. The owner is Chestnut Street Partners. Out of five units available for use at this location, it appears (March 2014 site visit) that only one unit is occupied. The actual number of needed business relocations can be described as "up to five" but may turn out to be just one.

Parcel #3: In 2013, CDOT purchased this property at 331 South Chestnut Street from the owner, Kirk Saunders, and relocated the business that existed at this location.

SOUTHWESTERN QUADRANT OF THE INTERCHANGE

Partial acquisitions from five parcels are necessary to accommodate the planned new southbound on-ramp from US 24 to I-25:

Parcel #4: Up to 4.32 acres may be needed from the 7.33-acre vacant lot adjacent to the eastbound US 24 lanes as they approach the existing south bound on-ramp. This could represent up to 59% of the lot, but would leave a useful remainder and thus not result

in a total acquisition. For this and all other partial acquisitions, the estimated impact is in flux, subject to change, but the current estimate will be used for planning purposes. The owner is Broadcast LLC.

Parcel #5: Only a sliver take is expected to be needed from the eastern side of this 0.96-acre lot owned by Harry Hoth c/o Landscape Enterprises. As a preliminary estimate, the needed right-of-way is 0.08 acre, or approximately 8% of the total lot.

Parcel #6: This 3.32-acre lot has been used by a landscaping business but was sold at the end of 2013 to the Humane Society, which also owns the larger lot immediately south of it. The Humane Society has needed room for expansion, aware that a portion of its lot to the south would be needed for I-25 right-of-way. Acquisition of the landscaping business property will help to keep their existing facility sustainable. CDOT expects to acquire an estimated 0.19 acre (6%) of this new Humane Society property.

Parcel #7: The Humane Society is located here at 610 Abbot Lane, on 5.63 acres. It is anticipated that CDOT may need to acquire 1.35 acres (24% of the lot). The Humane Society's recent purchase of Parcel #6 (discussed above) gives them the flexibility they need to remain viable at this site.

Parcel #8: A Wal-Mart Supercenter store is located on this parcel, at 707 South 8th Street. Accommodating the I-25/US 24 interchange project may require acquisition of 1.10 acres, or 6% of this 17.9-acre lot, from the back of the property, abutting the freeway.

SOUTHEASTERN QUADRANT OF THE INTERCHANGE

There is currently no accommodation for non-motorized travel (bicycles and pedestrians) along the southern side of Cimarron Street immediately east of I-25. As part of an overall effort to improve non-motorized mobility through the interchange, there is potential to provide a new sidewalk in this location. Thus, a small sliver of right-of-way may be needed from the northern edge of parcel #9, described below. This is a new right-of-way impact that was not anticipated in the 2004 I-25 EA.

Parcel #9: This southeastern quadrant of the interchange has a 66.16-acre parcel owned by Colorado Springs Utilities (CSU), which operates the Martin Drake coal-fired power plant at this location. An estimated impact for the I-25 interchange project has not been determined, but as a very rough estimate, 600 linear feet of sidewalk 8 feet wide would be 4,800 square feet, or approximately 0.11 acre, or one-sixth of one percent of the CSU property.

In the future, separate acquisition of CSU property could be needed for US 24 corridor improvements (i.e., addition of an eastbound-to-northbound loop ramp). That is not needed now for the I-25 interchange project.

RELATIONSHIP OF THESE INTERCHANGE IMPACTS TO US 24 WEST CORRIDOR IMPACTS

The US 24 West Corridor EA examined its own right-of-way needs for 4 miles of corridor improvements that included the I-25/US 24 interchange. To avoid double-counting, right-of-way needs associated with the interchange should not also be attributed to the US 24 corridor improvements. The short remainder of this paper addresses this issue.

The acreage reflected in Table 2 does not necessarily represent the exact right-of-way impact of the I-25/US 24 interchange project (which will be subject to further tweaking), but does indicate the amount of impact that should be subtracted from estimated US 24 corridor impacts to avoid double-counting. That total amount is 8.28 acres. Also the five business relocations identified for Parcel #2 in the US 24 West EA should be attributed to the I-25 interchange project, rather than to US 24 corridor improvements.

As seen in the table, ownership of six out of the nine parcels need for the interchange has changed in the past several years, and now differs from what was shown in the US 24 West EA.

Table 2
Acreage of Acquisitions Needed for the I-25/US 24 Interchange Project
(These acreage amounts are from the US 24 West EA)

ID	Parcel #	Address	Owner	ROW Impact Identified in the US 24 West EA (acres)
1	7413-402-012	215 S. Chestnut	CDOT (May 2013)*	None
2	7413-402-009	311 S. Chestnut	Chestnut Street Partners*	0.59
2	7413-402-006	331 S. Chestnut	CDOT (August 2013)*	0.65
4	7413-400-041	S. 8th Street	Broadcast LLC (vacant)*	4.32
5	7413-400-042	660 Abbot Ln	H. Hoth/Landscape Enterprises*	0.08
6	7413-400-046	630 Abbot Ln	Humane Society*	0.19
7	7413-409-004	610 Abbott Ln	Humane Society	1.35
8	7424-113-008	707 S. 8th St	Wal-Mart	1.10
9	7424-101-014	Power Plant	City of Colorado Springs	For US 24 loop ramp
TOTAL OF THESE ESTIMATED IMPACTS				**8.28 acres**

* Parcel ownership has changed from the ownership shown in the US 24 West EA.

Appendix F
SHPO Correspondence on Additional Determinations of Eligibility and Effects

August 15, 2014

HISTORY Colorado

Jane Hann
Manager, Environmental Programs Branch
Colorado Department of Transportation
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, CO 80222

Re: Additional Information: Determination of Eligibility and Effects and additional Area of Potential Effects Consultation, CDOT Project NH 0242-040, US Highway 24 West Environmental Assessment, El Paso County. (CHS #53638)

Dear Ms. Hann,

Thank you for your additional information correspondence dated August 4, 2014 and received by our office on August 5, 2014 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we do not object to the proposed Area of Potential Effects (APE) for the project. After review of the provided survey information, we concur that the resources listed below are not eligible for the National Register of Historic Places.

- 5EP.4118.7 – reassigned resource number 5EP.7400 by staff.
- 5EP.7395
- 5EP.7396
- 5EP.7397
- 5EP.3664
- 5EP.6358
- 5EP.6352
- 5EP.6351
- I-17-IG – assigned resource number 5EP.7401.

After review of the scope of work and assessment of adverse effect, we concur with the recommended finding of *no historic properties affected* [36 CFR 800.4(d)(1)] under Section 106 for the above-listed resources.

If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CRF 60.4, in consultation with this office. We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

Edward C. Nichols
State Historic Preservation Officer

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400
(303) 757-9281

August 4, 2014

Mr. Edward C. Nichols
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

SUBJECT: Additional Determinations of Eligibility and Effects, CDOT Project NH 0242-040, US 24 West EA/FONSI, El Paso County (CHS #53638)

Dear Mr. Nichols:

This letter and the enclosed materials constitute a request for concurrence on additional Determinations of Eligibility and Effects for the project referenced above, which proposes a variety of improvements along a four-mile segment of US Highway 24 in Colorado Springs. The project begins at the I-25/US 24 interchange and extends west four miles to Manitou Springs. The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) prepared an Environmental Assessment (EA) for the project and are in the process of finalizing the Finding of No Significant Impact (FONSI). This submittal includes information about additional resources not previously evaluated.

Project Description
The Project Area is located between mileposts 300 and 304 on US 24 west of I-25 in Colorado Springs. The segment known as the US 24 Business Route will be widened in sections and several bridges will be replaced. Three graphics are attached that highlight the study area and proposed actions.

Section 106 Consultation Background
CDOT initially consulted with you regarding the Area of Potential Effects (APE) and identified consulting parties for the project in 2008. In July 2010, we submitted revisions to the APE and eligibility and effects determinations to both you and the consulting parties. Additional consultation took place in December 2010 and a Memorandum of Agreement was executed in November 2011. Since that time additional resources not included in the initial APE survey APE were identified and documented. These include a segment of US Highway 24, commonly referred to as the US 24 Business Route or Midland Expressway, and three bridges that cross Fountain Creek at Ridge Road, 21st Street and 26th Street.

Consultant Dawn Bunyak conducted a Section 106 review of these resources and completed Bridge Inventory Forms for the three bridges, and linear resource documentation for the segment of US 24. A survey report containing a detailed historic context was submitted to your office in 2010, and therefore a report was not prepared for the present effort.

Area of Potential Effects (APE)
The additional properties outlined herein are within the 2010 APE. There have been no changes to the APE.

Eligibility Determinations

Nine bridges will be replaced for the project, of which six (structures I-17-DE [5EP6358], I-17-EG [5EP6352], I-17-EQ [5EP6351], I-17-IG [no site number], I-17-FM [5EP6350]) were determined not eligible for the National Register of Historic Places as part of the May 2013 consultation for CDOT's statewide historic bridge inventory of structures built between 1959 and 1968. One off-system bridge (CSG-F 50-08.36 [5EP3664]), constructed in 1951, was determined not eligible as part of CDOT's 2000 statewide historic bridge inventory, which evaluated bridges constructed prior to 1959. Site forms for these bridges are provided herewith for your convenience.

US 24 Bypass (5EP4118.7): The overall route of US 24 through Colorado is eligible for listing on the NRHP under Criteria A and C. The segment between mileposts 297 and 304 was constructed between 1964 and 1969 as a bypass route to avoid the developed areas of Old Colorado City and Manitou Springs. This highway section was evaluated as an Engineered Route/property sub-type Highway Bypass as defined in the *Colorado State Roads and Highways Multiple Property Submission*. Because the bypass has a different purpose and history from that of overall US 24, it was evaluated as a stand-alone resource. The segment number for the highway was retained to show that it is part of US 24, but the segment itself was evaluated for significance. CDOT has determined that the bypass segment is not significant and therefore is not eligible. Refer to the site form for more information. The section of bypass from mp 297 to about 298.5 is outside the west end of the APE for the project but this part of the bypass will not be affected so the APE was not changed..

Ridge Road Bridge, I-17-GC (5EP7395): Constructed in 1969 as an access point between the US 24 Business Route and Colorado Avenue in Old Colorado City, this is a common concrete slab bridge with concrete box-girder beams. It is recommended as not eligible to the NRHP.

21st Street Bridge, CSG-E.56-09.19 (5EP7396): This bridge was constructed in 1958 to provide access from Colorado Avenue to a local roadway. It is a common concrete slab bridge with arched concrete I-beams, and is evaluated as not eligible to the NRHP.

26th Street Bridge, CSG-E.11-09.54 (5EP7397): This bridge was constructed in 1964 as an access point between US 24 Business Route and Colorado Avenue. It is a common concrete slab bridge with concrete box-girder beams. It is not eligible to the NRHP.

Effects Determinations

Structures I-17-DE (5EP6358), I-17-EG (5EP6352), I-17-EQ (5EP6351), I-17-IG (no site number), I-17-FM (5EP6350), and CSG-F 50-08.36 (5EP3604): Because these bridges were previously determined officially not eligible, their replacement results in findings of *no historic properties affected.*

US 24 Bypass (5EP4118.7): Between 21st Street and before Ridge Road, the business route will be widened to six through lanes. There will be interchange improvements at I-25 to 8th Street, 21st Street, 26th Street, 31st Street and Ridge Road. Because this bypass is not eligible, CDOT has determined that the project results in a finding of *no historic properties affected.*

Ridge Road Bridge, I-17-GC (5EP7395), 21st Street Bridge, CSG-E.56-09.19 (5EP7396), 26th Street Bridge, CSG-E.11-09.54 (5EP7397): These three bridges will be replaced. Because they are not eligible, the project results in findings of *no historic properties affected.*

This information has been transmitted concurrently to the City of Colorado Springs Historic Preservation Board and El Paso County for review and comment. We will forward any comments we receive from these parties.

We request your concurrence with these determinations of eligibility and effects. Your response is necessary for FHWA's compliance with Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's regulations. Thank you in advance for your prompt attention to this matter. If you have questions or require additional information in order to complete your review, please contact CDOT Senior Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Programs Branch

Enclosures: Site forms (10)

cc: L. Streisfeld, CDOT Region 2 (w/o attachments)

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400
(303) 757-9281

August 6, 2014

Mr. Jim Reid, Executive Director
El Paso County
Public Services Department6
3275 Akers Drive
Colorado Springs, CO 80922

SUBJECT: Additional Determinations of Eligibility and Effects, CDOT Project NH 0242-040, US 24 West EA/FONSI, El Paso County (CHS #53638)

Dear Mr. Reid:

This letter and the enclosed materials constitute a request for comments on additional Determinations of Eligibility and Effects for the project referenced above, which proposes a variety of improvements along a four-mile segment of US Highway 24 in Colorado Springs. The project begins at the I-25/US 24 interchange and extends west four miles to Manitou Springs. The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) prepared an Environmental Assessment (EA) for the project and are in the process of finalizing the Finding of No Significant Impact (FONSI). This submittal includes information about additional resources not previously evaluated.

CDOT is submitting this to you in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies to evaluate the effects of their undertakings on historic properties. The El Paso County Public Services Department was identified as a consulting party for this project in 2008. Previous consultation involved Tim Wolken and Monnie Gore, former contacts for your office. For more information about Section 106 and consulting party participation, please visit the Advisory Council on Historic Preservation's web site, which contains the Citizen's Guide to Section 106 Review at http://www.achp.gov/docs/CitizenGuide.pdf.

Project Description

The Project Area is located between mileposts 300 and 304 on US 24 west of I-25 in Colorado Springs. The segment known as the US 24 Business Route will be widened in sections and several bridges will be replaced. Three graphics are attached that highlight the study area and proposed actions.

Section 106 Consultation Background

CDOT initially consulted with the State Historic Preservation Office (SHPO) and the El Paso County Public Services Department regarding the project Area of Potential Effects (APE) and identified consulting parties for the project in 2008. In July 2010, we submitted revisions to the APE and eligibility and effects determinations to the State Historic Preservation Office (SHPO) and the consulting parties. Additional consultation took place in December 2010 and a Memorandum of Agreement outlining mitigation for historic properties was executed in November 2011. A copy of that agreement has been included in this submittal. Since that time additional resources not included in the initial APE were identified and documented. These include a segment of US Highway 24, commonly referred to as the US 24 Business Route or Midland Expressway, and three bridges that cross Fountain Creek at Ridge Road, 21st Street and 26th Street.

Consultant Dawn Bunyak conducted a Section 106 review of these resources and completed Bridge Inventory Forms for the three bridges, and linear resource documentation for the segment of US 24. A survey report containing a detailed historic context was submitted to your office in 2010, and therefore a report was not prepared for the present effort.

Area of Potential Effects (APE)
The additional properties outlined herein are within the 2010 APE. There have been no changes to the APE.

Eligibility Determinations
Nine bridges will be replaced for the project, of which six (structures I-17-DE [5EP6358], I-17-EG [5EP6352], I-17-EQ [5EP6351], I-17-IG [no site number], I-17-FM [5EP6350]) were determined not eligible for the National Register of Historic Places as part of the May 2013 consultation for CDOT's statewide historic bridge inventory of structures built between 1959 and 1968. One off-system bridge (CSG-F 50-08.36 [5EP3664]), constructed in 1951, was determined not eligible as part of CDOT's 2000 statewide historic bridge inventory, which evaluated bridges constructed prior to 1959. Site forms for these bridges are provided herewith for your convenience.

US 24 Bypass (5EP4118.7): The overall route of US 24 through Colorado is eligible for listing on the NRHP under Criteria A and C. The segment between mileposts 297 and 304 was constructed between 1964 and 1969 as a bypass route to avoid the developed areas of Old Colorado City and Manitou Springs. This highway section was evaluated as an Engineered Route/property sub-type Highway Bypass as defined in the *Colorado State Roads and Highways Multiple Property Submission*. Because the bypass has a different purpose and history from that of overall US 24, it was evaluated as a stand-alone resource. The segment number for the highway was retained to show that it is part of US 24, but the segment itself was evaluated for significance. CDOT has determined that the bypass segment is not significant and therefore is not eligible. Refer to the site form for more information. The section of bypass from mp 297 to about 298.5 is outside the west end of the APE for the project but this part of the bypass will not be affected so the APE was not changed..

Ridge Road Bridge, I-17-GC (5EP7395): Constructed in 1969 as an access point between the US 24 Business Route and Colorado Avenue in Old Colorado City, this is a common concrete slab bridge with concrete box-girder beams. It is recommended as not eligible to the NRHP.

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26th Street Bridge, CSG-E.11-09.54 (5EP7397): This bridge was constructed in 1964 as an access point between US 24 Business Route and Colorado Avenue. It is a common concrete slab bridge with concrete box-girder beams. It is not eligible to the NRHP.

Effects Determinations
Structures I-17-DE (5EP6358), I-17-EG (5EP6352), I-17-EQ (5EP6351), I-17-IG (no site number), I-17-FM (5EP6350), and CSG-F 50-08.36 (5EP3604): Because these bridges were previously determined officially not eligible, their replacement results in findings of *no historic properties affected.*

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This information has been transmitted concurrently to the SHPO for compliance purposes.

As a Section 106 consulting party, we request your comments on these determinations of eligibility and effects. Should you elect to respond, we request that you do so within 30 days of receipt of these materials. If you do not respond within that time frame, we will assume you do not plan to comment. Thank you in advance for your prompt attention to this matter. If you have questions or require additional information in order to complete your review, please contact CDOT Senior Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Programs Branch

Enclosures: Site forms (10)
APE map
MOA copy

cc: L. Streisfeld, CDOT Region 2 (w/o attachments)

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400
(303) 757-9281

August 6, 2014

Ms. Lonna Thelen
City of Colorado Springs
Historic Preservation Board
P.O. Box 1575, Mail Code 155
Colorado Springs, CO 80903

SUBJECT: Additional Determinations of Eligibility and Effects, CDOT Project NH 0242-040, US 24 West EA/FONSI, El Paso County (CHS #53638)

Dear Ms. Thelen:

This letter and the enclosed materials constitute a request for comments on additional Determinations of Eligibility and Effects for the project referenced above, which proposes a variety of improvements along a four-mile segment of US Highway 24 in Colorado Springs. The project begins at the I-25/US 24 interchange and extends west four miles to Manitou Springs. The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) prepared an Environmental Assessment (EA) for the project and are in the process of finalizing the Finding of No Significant Impact (FONSI). This submittal includes information about additional resources not previously evaluated.

CDOT is submitting this to you in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies to evaluate the effects of their undertakings on historic properties. The El Paso County Public Services Department was identified as a consulting party for this project in 2008. Previous consultation involved Tim Scanlon and Erin McCauley, former contacts for the historic preservation board. For more information about Section 106 and consulting party participation, please visit the Advisory Council on Historic Preservation's web site, which contains the Citizen's Guide to Section 106 Review at http://www.achp.gov/docs/CitizenGuide.pdf.

Project Description

The Project Area is located between mileposts 300 and 304 on US 24 west of I-25 in Colorado Springs. The segment known as the US 24 Business Route will be widened in sections and several bridges will be replaced. Three graphics are attached that highlight the study area and proposed actions.

Section 106 Consultation Background

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Consultant Dawn Bunyak conducted a Section 106 review of these resources and completed Bridge Inventory Forms for the three bridges, and linear resource documentation for the segment of US 24. A survey report containing a detailed historic context was submitted to your office in 2010, and therefore a report was not prepared for the present effort.

Area of Potential Effects (APE)
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Eligibility Determinations
Nine bridges will be replaced for the project, of which six (structures I-17-DE [5EP6358], I-17-EG [5EP6352], I-17-EQ [5EP6351], I-17-IG [no site number], I-17-FM [5EP6350]) were determined not eligible for the National Register of Historic Places as part of the May 2013 consultation for CDOT's statewide historic bridge inventory of structures built between 1959 and 1968. One off-system bridge (CSG-F 50-08.36 [5EP3664]), constructed in 1951, was determined not eligible as part of CDOT's 2000 statewide historic bridge inventory, which evaluated bridges constructed prior to 1959. Site forms for these bridges are provided herewith for your convenience.

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Effects Determinations
Structures I-17-DE (5EP6358), I-17-EG (5EP6352), I-17-EQ (5EP6351), I-17-IG (no site number), I-17-FM (5EP6350), and CSG-F 50-08.36 (5EP3604): Because these bridges were previously determined officially not eligible, their replacement results in findings of *no historic properties affected*.

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This information has been transmitted concurrently to the SHPO for compliance purposes.

As a Certified Local Government and a Section 106 consulting party, we request your comments on these determinations of eligibility and effects. Should you elect to respond, we request that you do so within 30 days of receipt of these materials. If you do not respond within that time frame, we will assume you do not plan to comment. Thank you in advance for your prompt attention to this matter. If you have questions or require additional information in order to complete your review, please contact CDOT Senior Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

Jane Hann, Manager
Environmental Programs Branch

Enclosures: Site forms (10)
APE map
MOA copy

cc: L. Streisfeld, CDOT Region 2 (w/o attachments)

Appendix G
Midland Trail Section 6(f) Correspondence with Colorado Parks and Wildlife

COLORADO
Parks and Wildlife
Department of Natural Resources
Trails Program - Parks & Outdoor Recreation Section
13787 South Highway 85
Littleton, CO 80125
New Phone # 303.791.1957 Ext. 4129
thomas.morrissey@state.co.us

July 2, 2014

Mr. Troy Halouska
CDOT Section 6(f) Specialist
4201 E. Arkansas Ave.
Shumate Building
Denver, CO 80222-3400

Re: Colorado Department of Transportation's (CDOT) request for a Temporary Non-Conforming Use of the Midland trail developed with Land and Water Conservation Funds

Dear Mr. Halouska,

In response to CDOT's letter dated June 11, 2014 requesting approval of a temporary non-conforming use of the Midland Trail in Colorado Springs adjacent to US Highway 24, the request is approved subject to the following conditions:

- The disruption of the trail for duration of the US Highway 24 reconstruction project shall be minimized to the extent feasible;
- During the project and throughout the time when the existing Midland Trail alignment is closed, detour signage and a detour trail route shall be maintained;
- The new trail route, if one is needed and constructed, shall equal to or better than the one replaced in terms of the width of the trail, the trail grade, trail drainage and materials used for the new trail construction.

Please provide an email notification of when the US Highway 24 project commences, of when the trail is detoured and when the newly realigned trail or existing trail is reopened for public access.

Thank you for your cooperation in addressing the Land and Water Conservation Program's Section 6(f) requirements associated with the Midland Trail on behalf of the City of Colorado Springs.

Sincerely,

Thomas Morrissey

Thomas M. Morrissey
Colorado's LWCF State Liaison Officer

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
4201 E. Arkansas Ave., Shumate Building
Denver, CO 80222-3400

June 11, 2014

Mr. Thomas Morrissey
State Trails Program Manager
Colorado Parks and Wildlife
13787 US Hwy. 85
Littleton, CO 80125

RE: Request for Permission for the Temporary Non-Conforming Use of One Property Developed with a Land and Conservation Fund Grant in Colorado Springs, Colorado: Midland Trail

Dear Mr. Morrissey:

The Colorado Department of Transportation (CDOT), in cooperation with the Federal Highway Administration (FHWA) and other stakeholders, is proposing transportation improvements on four miles of US Highway 24 West between I-25 and Ridge Road in Colorado Springs, Colorado.

The purpose of the US 24 project is to:

- Reduce congestion problems for travelers today and through the year 2035.
- Improve mobility for local trips within the US 24 corridor and regional trips through the US 24 corridor.
- Improve connectivity to the multiple destinations accessible from the US 24 corridor.

The Proposed Action on the US 24 corridor includes the following elements:

- Maintain four through-lanes (two in each direction) between I-25 and 21st Street.
- Add two through-lanes, between 21st Street and just west of Ridge Road, for a total of six through-lanes (three in each direction).
- Replace nine bridges on US 24 and cross streets to accommodate the profile changes to US 24. Over Fountain Creek, these bridges would be built to comply with current state and local standards to reduce flooding hazards in the study area.
- Due to replacement of the nine bridges, realign and widen Fountain Creek at bridge crossings and locations where the roadway overlaps the existing channel to provide an armored low-flow channel and a widened stabilized area to accommodate the 100-year flood.
- Build on-ramps from eastbound US 24 to I-25 consistent with updated interchange design for I-25 and US 24/Cimarron Street. All other elements of this interchange will be built as part of the Proposed Action approved in the I-25 Improvements through the Colorado Springs Urbanized Area EA (CDOT, 2004).

4201 E. Arkansas Ave., Shumate Building, Denver, CO 80222-3400 P 303.757.9266 F 303.757.9445

- Naegle Road from 21st Street to 25th Street would be closed because the intersection of 21st Street and Naegle Road is too close to the US 24 and 21st Street interchange. There is inadequate room to provide a turn lane for vehicles at Naegle Road.
- The existing 25th Street bridge over Fountain Creek would be removed because it would no longer connect to Naegle Road and, therefore, provide no function. The existing 25th Street would be ended north of the Fountain Creek.
- Replace the existing at-grade intersections with interchanges at 8th Street and at 21st Street, which also includes directional interchange ramps and acceleration/deceleration lanes.
- Upgrade the US 24 and 26th Street at-grade intersection, which also includes left and right turn lanes.
- Widen the intersection of US 24 and 31st Street. Widen the 31st Street and Colorado Avenue intersection. South of US 24, 31st Street would be rebuilt to better align with the highway intersection.
- Replace the existing at-grade intersection with an overpass that carries US 24 over Ridge Road. Ridge Road would be widened between High Street and Colorado Avenue and improvements would be made to the Ridge Road and Colorado Avenue intersection.
- All improvements tie into the unimproved, existing US 24 approximately 1,800 feet west of Ridge Road. Because neither existing nor future congestion is anticipated to be a problem between Ridge Road and Manitou Avenue, no changes to US 24 are proposed west of Ridge Road.
- Connect the Midland Trail from 21st to 25th Street, with north-south trail connections at each of the interchanges and intersections along the US 24 corridor. The trail would be built to meet the City of Colorado Springs' trail design standards and to allow clearance under the bridges for bicycle, pedestrian, and equestrian crossings. Completing this east-west bicycle and pedestrian trail system was an opportunity resulting from the required roadway right-of-way acquisitions and the channel re-grading required by the bridge replacements. The trail would improve pedestrian and bicycle mobility in the study area and is consistent with community planning.
- Incorporate Transportation System Management elements such as signal timing, turn lanes, and consideration for transit stops.
- Build sidewalks on the north-south cross streets at all intersections and as a part of all interchanges.

The Proposed Action also includes various environmental mitigation measures, such as enhancements to park and recreation resources, noise barriers, and permanent water quality features such as stormwater detention/treatment ponds.

Exhibits 1 and 2 below show the study area and some elements of the proposed action.

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Exhibit 1
Proposed Action – US 24 Corridor Overview

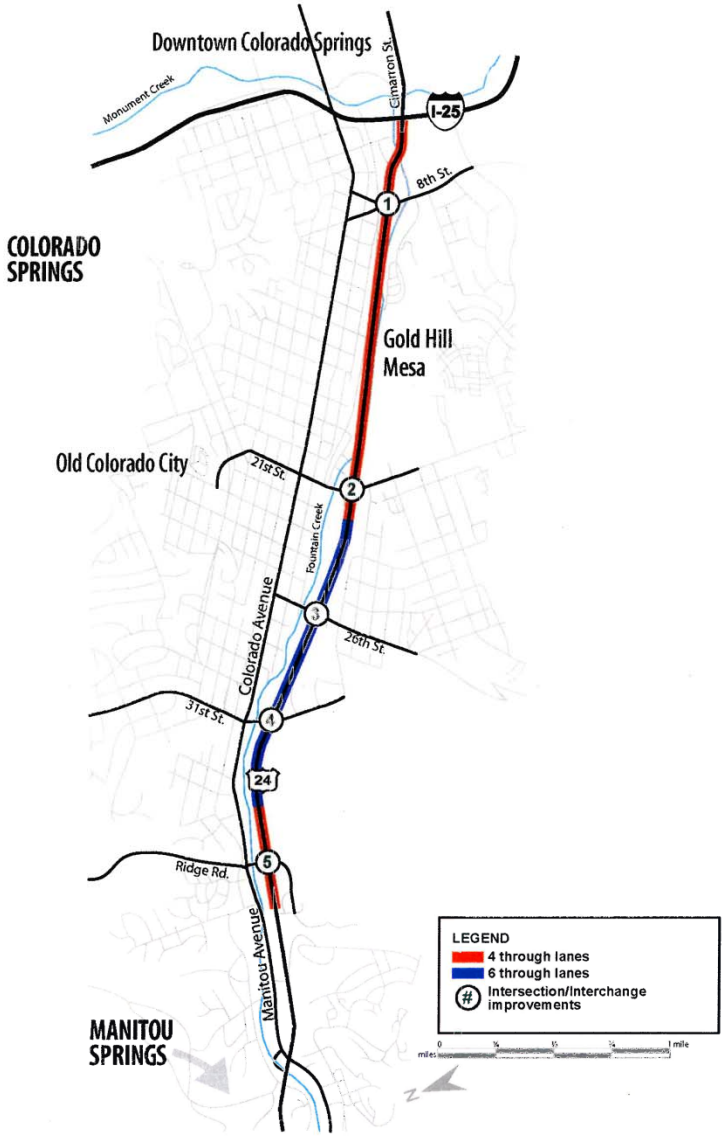

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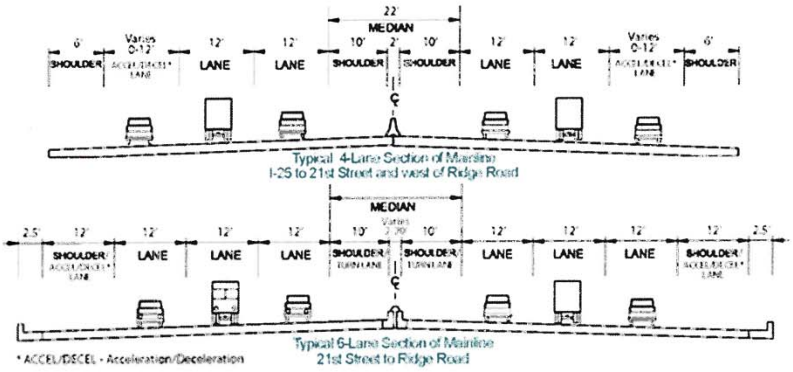
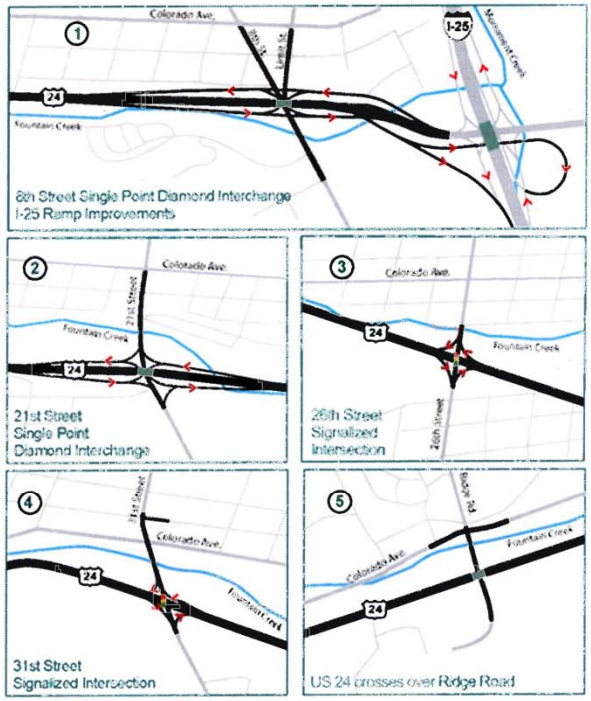
Exhibit 2
Proposed Action – Typical Section, Design Details





Note: Not to scale.

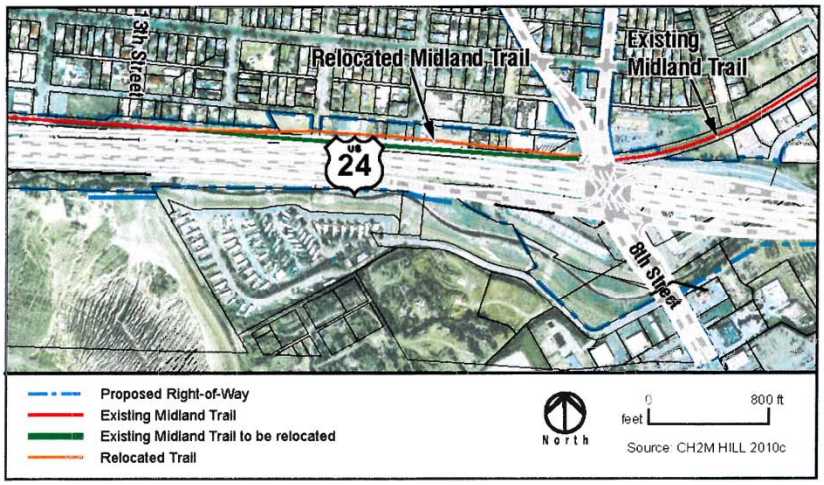
Temporary Non-Conforming Use of Midland Trail

The Midland Trail is a 2.8-mile concrete trail that extends from America the Beautiful Park (located on the east side of I-25) and ends at Ridge Road with a short segment missing between 21st Street and 25th Street. The trail is owned and maintained by the City of Colorado Springs, and is classified by the City of Colorado Springs as a Tier 1 trail. Tier 1 trails are paved, multi-purpose trails that can accommodate a variety of trail users including walkers, joggers, recreational bicyclists, commuting bicyclists, and horseback riders within the same trail corridor. The Midland Trail runs parallel to US 24 between 8th Street and 11th Street. The *Parks, Recreation and Trails 2000-2010 Master Plan* (City of Colorado Springs, 2000) proposes to expand the Midland Trail west to the City of Manitou Springs' Creekside Trail, increasing its length to a total of 3.52 miles.

As shown in Exhibit 3 below, the construction of the 8th Street interchange would require the realignment of the Midland Trail between 8th Street and 11th Street, a distance of approximately 0.3 mile for the Proposed Action. The Proposed Action would reconstruct the affected portion of the trail within CDOT right-of-way. No temporary adverse impacts are expected and no permanent change in the function or continuity of the trail would occur.

Prior to disruption of the existing trail, the realignment of the Midland Trail will be completed or a detour will be provided to ensure the trail's continuity is maintained.

Exhibit 3
Proposed Action for Section 4(f) Use of Midland Trail



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Measures to Avoid and Minimize Harm

No design options are possible that would avoid impacts to Midland Trail between 8th Street and 11th Street without unacceptable and adverse environmental impacts to the Fountain Creek 100-year floodplain. Substantial realignment and modification of US 24 and Fountain Creek would be necessary to avoid this segment of the Midland Trail. Realigning either US 24 or the creek farther south would impact the A-1 Mobile Village (a low-income community with more than 70 homes) and cause impacts to Fountain Creek, which is classified as a water of the United States.

The US 24 alignment in the Proposed Action minimizes the impacts to the Midland Trail by impacting only the section between 8th Street and 11th Street. Between 8th Street and 11th Street, the existing Midland Trail is almost entirely within the proposed area for the 8th Street on-ramp. For safety reasons, the 10-foot-wide trail must be offset from the highway by 12 feet to allow adequate separation (highway clear zone) between higher-speed vehicles and pedestrians or bicycles using the trail. Therefore, the trail could not remain in place.

Mitigation: The Midland Trail is currently a heavily used trail for commuters accessing downtown Colorado Springs. The segment of the Midland Trail between 8th Street and 11th Street will be realigned on the north side of US 24 and be built to the existing Tier 1 standards. This mitigation was developed in coordination with the City of Colorado Springs Parks, Recreation & Cultural Services Department. A letter from CDOT sent to the City of Colorado Springs in January 2012 described impacts and the proposed mitigation for the Midland Trail. A concurrence line on this letter was signed by the City on February 3, 2012, indicating their agreement with the mitigation for the trail. The letter is included in Appendix I of the US 24 West EA.

Prior to disruption of the existing trail, the realignment of the Midland Trail will be completed or a detour will be provided to ensure the trail's continuity is maintained. Currently, the construction dates for this project are unknown, however, it is anticipated that the Midland Trail reconstruction will take less than six months.

CDOT is requesting permission from Colorado Parks and Wildlife for the temporary non-conforming use of the Midland Trail, and to accept the mitigation measures that have been proposed to address temporary impacts to the trail. Alternatives to the temporary usage of the trail have been evaluated and dismissed from further consideration.

If you have any questions or concerns regarding the project or the temporary impacts to Midland Trail, please do not hesitate to contact me at 303-757-9794 or troy.halouska@state.co.us.

Sincerely,

Troy Halouska
CDOT Section 6(f) Specialist

cc: Rob Frei, CDOT Region 2 Environmental Project Manager

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Appendix H
Pikes Peak Greenway Trail Section 4(f) Correspondence with City of Colorado Springs

COLORADO
Department of Transportation
Region 2

North Program Engineering
1480 Quail Lake Loop, Suite A
Colorado Springs, CO 80906

June 23, 2014

Karen Palus, Director
City of Colorado Springs
Parks, Recreation & Cultural Services Department
1401 Recreation Way
Colorado Springs, Colorado 80905

RE: Preferred Alternative for the US 24 West Environmental Assessment: Section 4(f) Review of the Temporary Occupancy of the Pikes Peak Greenway Trail

Dear Ms. Palus,

Colorado Department of Transportation completed the analysis and published the *US 24 West Environmental Assessment and Section 4(f) Evaluation* in 2012. This letter concerns the Pikes Peak Greenway Trail and the Preferred Alternative identified in the US 24 West Environmental Assessment. The portion of the trail referenced by this letter is located south of US 24/Cimarron, on the east side of I-25. The trail parallels Fountain Creek on the east and the west side. Please see Figure 1 below.

As part of the safety and mobility improvements on US 24 West, an eastbound "fly-over" loop ramp to connect to an I-25 northbound on-ramp will be constructed. Please see Figure 2. This loop ramp is intended to be a structure over in elevation of both the Pikes Peak Greenway Trail and Fountain Creek. The estimated construction schedule for a fly-over loop ramp will take approximately 90 days to complete. The flyover is part of Pikes Peak Area Council of Government's Fiscally Constrained Plan for US 24 West, however it is not part of the current project improving the I-25/US 24/Cimarron interchange complex.

Section 4(f) of the Department of Transportation Act of 1966 affords special protection to parks and recreational resources and requires specific mitigation when the resource is converted to a "transportation use". For safety reasons during construction of the fly-over loop ramp, small portions of the Pikes Peak Greenway Trail will be temporarily closed to public access. For this project, under the provisions of Section 4(f), there would be no "use" of the trail, but there will be a "temporary occupancy" of the trail during construction as described below. For limited and intermittent periods during construction when the girders for the structure are placed and when the deck is poured, temporary occupancy of the trail by CDOT would occur. A preliminary evaluation indicates that between 1,700- 1,800 linear feet of the trail would be closed on the west side of Fountain Creek and approximatey 1,600 to 1,700 linear feet of the trail on the east side of Fountain Creek would be closed to public access during construction. During any temporary occupancy of the trail sections, a pedestrian/bicyclist detour will be provided.

CDOT understands the following temporary occupancy criteria to be true:

1. Duration of the impact will be temporary, i.e., less than the time needed for construction of the project, and there will be no change in ownership. The City of Colorado Springs will remain the owners of the trail during and after construction.

2. Scope of the work will be minor, i.e., both the nature and magnitude of the changes to the Section 4(f) property (Pikes Peak Greenway Trail) are minimal. All impacts will be improvements to the trail and/or will be replaced in-kind.

3. There are no anticipated permanent or temporary adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property. The contractor will be required to use all efforts to minimize the length of the temporary occupancy and maintain access.

4. The land being used will be fully restored, i.e., the property will be returned to a condition which is at least as good as that which existed prior to the project. The project will be responsible for reestablishing any disturbed vegetation or features near the trail.

5. There is documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions. The concurrence is at the end of this letter.

6. CDOT commits to coordinating with Colorado Springs Park and Recreation Department prior to construction of the flyover project to discuss potential detour routes, specific duration of impacts and mitigation.

Therefore, CDOT finds that since the Pikes Peak Greenway Trail access will be maintained during reconstruction of the US 24 West eastbound fly-over loop ramp, the project does not present temporary or permanent adverse impacts to the trail's function or the activities associated with it. We believe that these activities will meet the requirements of the temporary occupancy exception in 23 CFR 774.13(d). Please provide your concurrence below for the temporary occupancy of the Pikes Peak Greenway Trail during the construction of the US 24 Loop Ramp to north bound I-25.

Thank you your kind assistance. Please contact me with any questions at: (719) 227-3248 or Lisa.Streisfeld@state.co.us.

Sincerely,

Lisa Streisfeld

Lisa Streisfeld
CDOT Region 2 Planning/Enironmental Manager

CC: Lesley Mace, Engineering Project Manager
David Watt, Resident Engineer

Attachments: Figure 1 and Figure 2

As the party responsible for the management of the Section 4(f) resources identified in this letter, I am in concurrence that the above criteria are met by this project and that the preferred alternative for the US 24 West Environmental Assessment which includes construction of a US 24 eastbound loop fly-over to access northbound I-25 on ramp does not present adverse impacts to the function or activities of the Pikes Peak Greenway Trail.

I concur:

Karen Palus

Karen Palus, Director

6/24/14

Date

Figure 1: Pikes Peak Greenway Trail

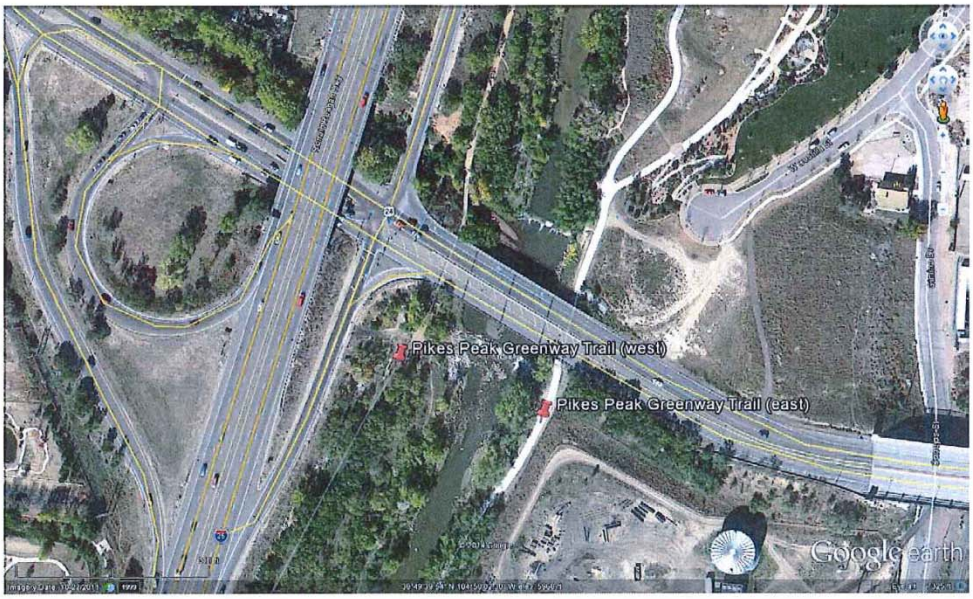

Figure 2: Proposed Loop Ramp from US 24 east bound to I-25 north bound