1-25 (Cont. from page 1)

driver of meeting attendance was a local Facebook group called "Fix I-25 Now"

started by Monument resident and former public official Anne Howe (https://www. facebook.com/groups/fixi25now/). Tradi-

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tionally the PEL, NEPA, design, and construction phases are sequential. The first three phases have been condensed and overlapped to accelerate the construction phase once funding is identified.

The PEL study is divided into three segments. Segment 1 covers I-25 from mile marker 161 to 179. This is the "Gap," which hasn't been updated since the '60s, has a total of four lanes, narrow shoulders, varied topography, and is surrounded by open space. Congestion is present all week and into the weekends. Segment 2 covers mile marker 179 to 189 from Castle Rock to Castle Pines, which has six lanes and many planned development projects. Segment 3 covers mile marker 189 to 194 in the Denver South region and has eight lanes; it was recently widened but is already at the capacity expected for 2020.

CDOT staff members as well as representatives from CH2M, an environmental and engineering consulting firm with headquarters in Denver South, were available to answer questions at eight stations covering Project Background, PEL Process, Engineering and Infrastructure, Travel Reliability and Mobility, Safety, Environment, Funding and Financing,

How to Get/Stay Involved, and Public Comments. Three tables at the back of the room held maps of the three study segments. At each station or table, a staff member with specialized knowledge was available to answer questions, and attendees were encouraged to ask questions, make comments, and write notes on the material about specific areas of concern.

One poster board at the Funding station let attendees pick three choices for potential additional revenue sources to fund highway construction. Choices included: tolls, sales tax, property tax, state income taxes, fuel taxes, vehicle miles travel fees (charging motorists based on how many miles they have traveled), lottery fees, vehicle registration fees, and more. The most widely selected options were lottery fees, marijuana taxes (a write-in choice), and vehicle miles travel fees.

More information on the I-25 PEL: Colorado Springs Denver South Connection project can be found at https://www. codot.gov/projects/I25COSDEN.

Jackie Burhans can be reached at jackieburhans@ocn.me.



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