

**PARKS, RECREATION, OPEN SPACE, AND
SECTION 4(f) AND SECTION 6(f) ANALYSIS
TECHNICAL REPORT**

FOR THE

**I-25 (US 36 to 104th Avenue)
Environmental Assessment**

Prepared for:



Colorado Department of Transportation
Region 1
2829 W. Howard Place
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March 2020



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List of Acronyms and Abbreviations

CDOT	Colorado Department of Transportation
EA	Environmental Assessment
FHWA	Federal Highway Administration
ft	feet
I-25	Interstate 25
IGA	Intergovernmental Agreement
LWCF	Land and Water Conservation Fund
NEPA	National Environmental Policy Act
US 36	United States Highway 36
USDOT	United States Department of Transportation

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1.0 Introduction

An analysis of parks, recreation, and open space, as well as Section 4(f) and Section 6(f) resources was conducted for the Interstate 25 (I-25) North, United States Highway 36 (US 36) to 104th Avenue project. CDOT, in cooperation with FHWA, is preparing a template Environmental Assessment (EA) for the I-25 North, US 36 to 104th Avenue project. The Regional Transportation District is a cooperating agency.

1.1 Proposed Action

The I-25 North, US 36 to 104th Avenue project includes improvements to relieve congestion and improve safety on I-25 from US 36 to 104th Avenue in Adams County and the City of Thornton, Colorado (Figure 1 and Figure 2). The project will provide improvements to an approximately 4-mile segment of I-25 between US 36 and 104th Avenue. The current cross section of I-25 between US 36 and 104th Avenue generally includes three general-purpose lanes and one Express Lane along the inside shoulder, with an auxiliary lane between 84th Avenue and Thornton Parkway. The inside shoulder varies in size between 2 and 12 feet (ft), and the outside shoulder varies between 10 and 12 feet. There is a 2-ft inside shoulder and a 2-foot buffer between the Express Lane and the nearest general-purpose lane.

The proposed improvements associated with this project are as follows:

- ▶ Adding a fourth general-purpose lane in each direction from 84th Avenue to Thornton Parkway with the northbound general-purpose lane extending to 104th Avenue;
- ▶ Constructing continuous acceleration and deceleration lanes between the I-25/84th Avenue interchange and the I-25/Thornton Parkway interchange;
- ▶ Widening the inside and outside shoulders to a consistent 12-foot width;
- ▶ Accommodating a proposed median transit station and pedestrian bridge for the Thornton Park-n-Ride just south of 88th Avenue; and
- ▶ Replacing the 88th Avenue bridge over I-25.

The proposed typical section on I-25 will consist of four 12-ft general-purpose lanes, a 12-ft Express Lane along the inside traveled way, and a 12-ft

outside auxiliary lane between each interchange. Additionally, the inside and outside shoulders will be widened to 12 feet, and the Express Lane buffer will be widened to 4 feet, and a 2-ft barrier will separate the northbound and southbound lanes of I-25. Surrounding the median station will be a 2-ft concrete barrier separating the Express Lanes from the bus station and bus lanes.

1.2 No Action Alternative

If the Proposed Action is not selected for implementation, no improvements would be made to I-25 beyond the existing and committed transportation system. The No Action Alternative was carried forward as a baseline comparison for environmental analysis.

2.0 Analysis

Parks and recreation resources are important community facilities that warrant consideration during federally funded projects. These resources include parks and trails that offer opportunities for recreation, including both passive and active activities. CDOT's *National Environmental Policy Act (NEPA) Manual* (CDOT, 2017) provides non-historic Section 4(f) guidance for publicly owned parks, recreational areas, wildlife and waterfowl refuges and for Section 6(f) properties that have been purchased or improved with grants from the Land and Water Conservation Fund (LWCF) Act.

2.1 Existing Conditions

The project area has several parks, recreation, and open space resources. The locations, features, and parcel details (ownership, size) of existing parks, recreation, and open space resources within and adjacent to the project area were identified through planning documents, ownership documents, grant/funding applications, meetings with and information from City of Thornton. Parks are generally categorized into one of the following:

- ▶ Regional Parks and Recreational Facilities
- ▶ Community Parks and Recreational Facilities
- ▶ Neighborhood Parks and Recreational Facilities
- ▶ Open Space



I-25 (US 36 to 104th Avenue) Environmental Assessment

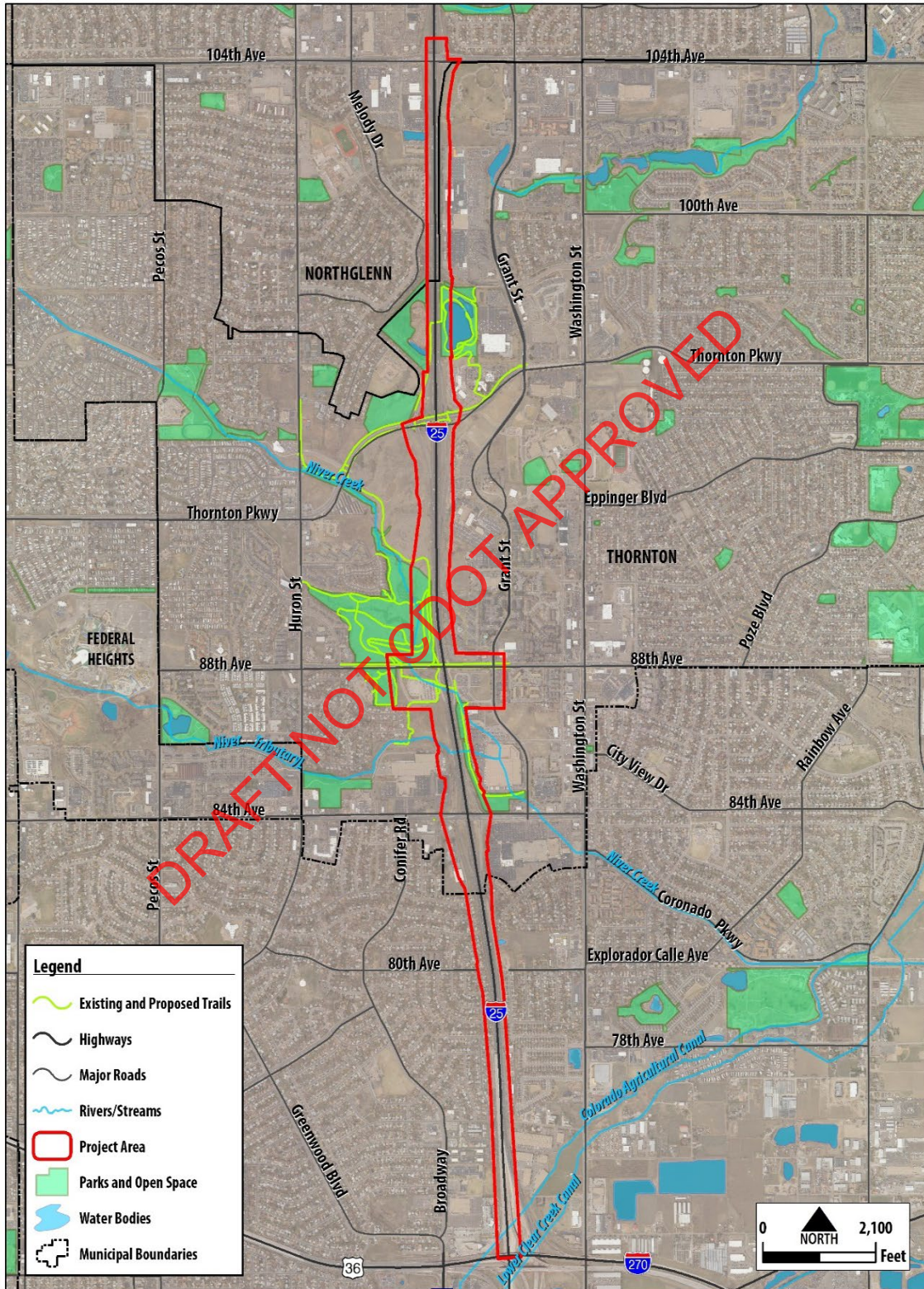
Figure 1. Project Vicinity



Source: FHU, 2019



Figure 2. Project Area



Source: FHU, 2019



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For the purpose of this analysis, only properties that could be affected by project improvements were evaluated. The FHU project team used geographic information systems to identify details and characteristics of existing parks and recreational resources in the project area (**Figure 3** and **Figure 4**). The resources were subsequently verified in August 2018. Additional inventory details about the resources, such as ownership, size, and amenities, were obtained from the City of Thornton website (Thornton, 2017a). **Table 1** identifies and summarizes information about each park or recreational resource.

2.2 Section 4(f) Resources

Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966, as amended, and codified in 49 U.S. Code § 303, declares that “It is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” The FHWA *Section 4(f) Policy Paper* (FHWA, 2012) was also referenced for this project.

Section 4(f) requires consideration of:

- ▶ Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public

- ▶ Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge
- ▶ Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public

This technical report addresses non-historic Section 4(f) resources. Historic sites are addressed separately.

2.3 Section 6(f) Resources

The LWCF Act of 1965 provides matching grants to state and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high-quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources across the United States. Section 6(f)(3) of the LWCF Act prohibits the conversion of property acquired or developed with grants from this fund to a non-recreational purpose without the approval of the United States Department of Interior National Park Service and replacement lands of equal value, location, and usefulness.

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Table 1. Existing Parks, Recreational Resources, and Open Space

Map ID #	Resource Name	Size/Location	Resource Type/Description	Managed by	Section 4(f)	Section 6(f)	Impacts/Use of Property
1	Civic Center Park	20.8 acres. Located adjacent to the east side of I-25, north of Thornton Parkway at 9751 Civic Center Drive.	Community park and recreation facility with pavilion/shade shelter (picnic area), fishing pond, and 0.5-mile trail loop.	City of Thornton	Yes	No	City of Thornton Property from the western end of Civic Center Park will be acquired for right-of-way use; however, the portion of the property owned by the City of Thornton is outside the fence determined to mark the area of the park that is available for recreational use. Therefore, no recreation or Section 4(f) impacts will occur to Civic Center Park.
2	Civic Center Park Trail	East of I-25 and north of Thornton Parkway.	Local, off-street trail.	City of Thornton	Yes	No	None
3	Badding Reservoir	17.5 acres. Located west of I-25 and north of Thornton Parkway.	Designated open space. Reservoir. Not open to the public. No designated wildlife/waterfowl refuges. No existing or planned recreational facilities.	City of Thornton	No	No	None
4	Badding Open Space	11.0 acres. Located northwest of the I-25/Thornton Parkway interchange.	Designated open space. No designated wildlife/waterfowl refuges. No existing or planned recreational facilities.	City of Thornton	No	No	None
5	Grande Hall Creek Trail	Located along the north side of Thornton Parkway and crosses I-25 at Thornton Parkway.	Regional off-street multi-use trail.	City of Thornton	Yes	No	None
6	North Creek Park	3.0 acres. Located west of I-25 between 88 th Avenue and Thornton Parkway at 498 West 91 st Circle.	Local pocket park with BBQ, pavilion/shade shelter (picnic area) and playground equipment. Paved concrete access trail.	City of Thornton	Yes	No	None
7	Niver Creek Open Space	63.3 acres. Located west of I-25 from 88 th Avenue to Huron Street.	Designated open space with stormwater detention area and 0.7 miles of trails. The trails are existing recreational facilities; however, there are no other existing or planned recreational facilities in the open space. No	City of Thornton	No	No	Acquisition of approximately 1 acre of property from the eastern edge of the Niver Creek Open Space.

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Map ID #	Resource Name	Size/Location	Resource Type/Description	Managed by	Section 4(f)	Section 6(f)	Impacts/Use of Property
			designated wildlife/waterfowl refuges.				
7	Niver Creek Open Space Trails	0.7 mile of trails. Located west of I-25 from 88 th Avenue to Huron Street.	Located within the Niver Creek Open Space. The trails are existing recreational facilities.	City of Thornton	Yes	No	Reconstruction of the trail connection between the Niver Creek Open Space Trails and the regional Niver Creek Trail (removing approximately 50 feet of existing Niver Creek Open Space Trail) at the northern end of the realignment of the regional Niver Creek Trail.
8	Niver Creek Trail	Located west of I-25 and north and south of 88 th Avenue. Crosses I-25 south of 88 th Avenue at the Thornton Park-n-Ride underpass of I-25. Extends 4.5 miles from Pecos Park to the South Platte River Greenway Trail.	Local off-street multi-use trail with shared underpass of I-25 at the Thornton Park-n-Ride.	City of Thornton	Yes	No	Realignment of the Niver Creek Trail along I-25 approximately 50 feet to the west, and the Niver Creek Trail would cross I-25 on the new 88 th Avenue bridge over I-25.
9	Niver Creek Tributary L Open Space	8.8 acres. Located west of I-25, south of 88 th Avenue to Huron Street.	Designated open space. No designated wildlife/waterfowl refuges. No existing or planned recreational facilities.	City of Thornton	No	No	None
10	Niver Creek Tributary L Trail	East of I-25 south of 88 th Avenue.	Local off-street multi-use trail that connects to the Niver Creek Trail west of I-25.	City of Thornton	Yes	No	None
11	88 th Avenue Bicycle Lanes	Crosses I-25 along 88 th Avenue.	On-street bicycle lanes.	City of Thornton	No	No	Reconstruction of 88 th Avenue bridge over I-25 with bicycle lanes.

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Source: City of Thornton. 2017b



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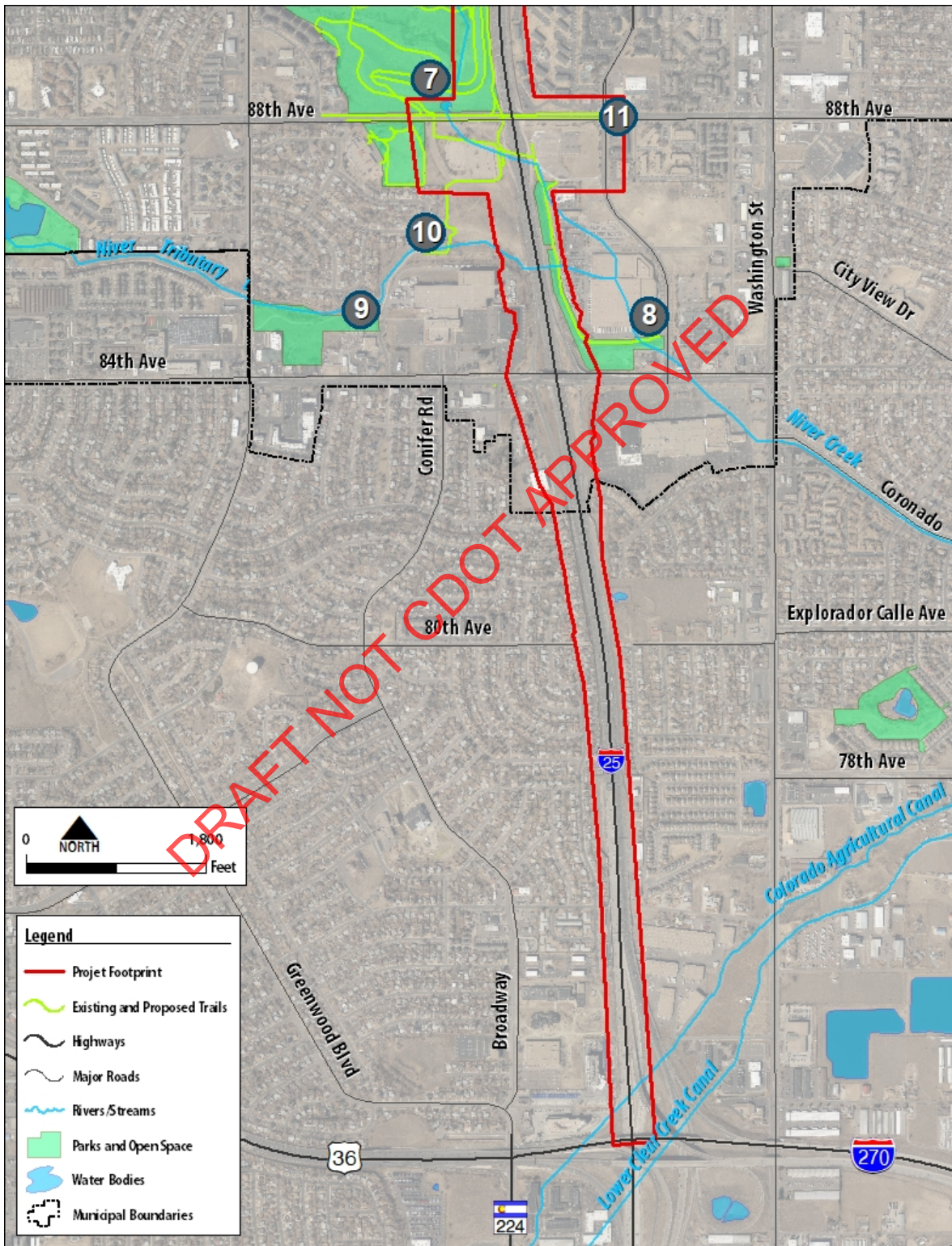
Figure 3. Existing Parks, Recreational Resources, and Open Space (North of 84th Avenue)



Source: FHU, 2019



Figure 4. Existing Parks, Recreational Resources, and Open Space (South of 84th Avenue)



Source: FHU, 2019



3.0 Impacts

3.1 No Action Alternative

The No Action Alternative would have no impacts on existing parks, recreation, and open space parcels because no transportation infrastructure would be constructed.

3.2 Proposed Action

Table 2 documents the expected impacts for parks, recreation, open space, and Section 4(f) and Section 6(f) resources associated with the Proposed Action.

3.2.1 Niver Creek Open Space and 88th Avenue Bicycle Facility Impacts

The Proposed Action would acquire approximately one acre of property from the eastern edge of the Niver Creek Open Space for permanent right-of-way. The Niver Creek Open Space is not a Section 4(f) resource because it is not designated as a park or recreational area, does not contain recreational facilities, does not contain designated wildlife and waterfowl refuges, and is not a historic site. The Niver Creek Open Space Trails are recreational facilities and a Section 4(f) resource. The reconstruction of the 88th Avenue bridge over I-25 will include bicycle lanes.

3.2.2 Section 4(f) Resource Impacts

City of Thornton property from the western end of Civic Center Park will be acquired for right-of-way; however, this portion of the property owned by the City of Thornton is outside the fence determined to mark the area of the Civic Center Park that is available for recreational use. Civic Center Park, which is a Section 4(f) resource, will not be impacted by the Proposed Action.

The Proposed Action would reconstruct the trail connection between the Niver Creek Open Space Trails and the regional Niver Creek Trail (removing approximately 50 feet) at the northern end of the realignment of the Niver Creek Trail. The Niver Creek Open Space Trails are a Section 4(f) resource because they are recreational facilities.

The Niver Creek Trail is primarily used for recreational purposes and is, therefore, considered a Section 4(f) resource. The Niver Creek Trail extends 4.5 miles from Pecos Park (west of the project area) to the South Platte River Greenway

Trail (east of the project area). The trail is hard surface (concrete) and approximately 10 feet in width. Primary users of the trail are bicyclists and walkers. The Niver Creek Trail provides access to the Thornton Park-n-Ride facility immediately south of 88th Avenue at I-25.

The Proposed Action would shift alignment of the Niver Creek Trail north of 88th Avenue along the west side of I-25 approximately 50 feet to the west (Figure 5), and the Niver Creek Trail would cross I-25 on the new 88th Avenue bridge over I-25 (Figure 5 and Figure 6). The existing concrete box culvert underneath I-25 would be removed, and a new pedestrian bridge over I-25 would be constructed for transit users at the Thornton Park-n-Ride Station. Transit users and trail users would no longer cross I-25 in a shared facility. The realigned trail will be approximately 175 ft longer than the existing trail to maintain the grade design requirements and pass underneath the 88th Avenue bridge. The trail will be constructed as a hard surface multi-use path with lighting, and recreational use of the trail will continue during construction through the use of a trail detour (Figure 6).

For the safety of trail users, the portion of the Niver Creek Trail from approximately 1,835 feet north of the 88th Avenue bridge to the Thornton Park-n-Ride Station will be detoured during construction (Figure 6). The overall timeline for the I-25 North, US 36 to 104th Avenue project is 24 months. The trail detour will be of shorter duration than the overall timeline for construction of the I-25 North, US 36 to 104th Avenue project. Once the new 88th Avenue bridge has been constructed and the segment of Niver Creek Trail replaced, the trail detour will be removed and full use of the Niver Creek Trail restored. The ownership of the trail will not change.

The Proposed Action will not impact Civic Center Park Trail, Grande Hall Creek Trail, North Creek Park, or the Niver Creek Tributary L Trail, which are Section 4(f) resources.

3.2.3 Section 6(f) Resource Impacts

No public parks and recreation areas in the project area have been acquired, developed, or improved with grant funds provided by the federal LWCF and are not protected under Section 6(f) of the Act from conversion to uses other than public outdoor recreation. Consequently, the Proposed Action would have no impacts to Section 6(f) resources.



Table 2. Impacts on Parks, Recreation, Open Space, and Section 4(f) and Section 6(f) Resources

Context	No Action Alternative	Proposed Action
<p>The study area has several parks, recreation, and open space resources. Parks, recreational resources, and open space areas near the project include:</p> <ul style="list-style-type: none"> • 88th Avenue Bicycle Lanes • Civic Center Park • Civic Center Park Trail • Badding Reservoir • Grande Hall Creek Trail • North Creek Park • Niver Creek Open Space • Niver Creek Trail • Niver Creek Tributary L Open Space • Niver Creek Tributary L Trail • Civic Center Park, Civic Center Park Trail, Grande Hall Creek Trail, North Creek Park, Niver Creek Open Space Trails, Niver Creek Trail, and Niver Creek Tributary L Trail are Section 4(f) resources. 	<p>Permanent Impacts</p> <p>The No Action Alternative would have no impacts on existing parks, recreation, and open space parcels.</p>	<p>Permanent Impacts</p> <p>Property from the western end of Civic Center Park will be acquired for right-of-way use; however, the portion of the property is outside the fence determined to mark the area of the park that is available for recreational use. Therefore, no recreation or Section 4(f) impacts will occur to Civic Center Park.</p> <p>The Proposed Action would acquire approximately one acre of property (approximately 1.5 percent of the overall 63.3 acres) from the eastern edge of the Niver Creek Open Space, which is not a Section 4(f) resource.</p> <p>Reconstruction of the trail connection between the Niver Creek Open Space Trails and the Niver Creek Trail would require removing approximately 50 feet of the existing Niver Creek Open Space Trail (approximately 1.4 percent of the overall 0.7-mile or 3,696-feet of Niver Creek Open Space Trails) at the northern end of the realignment of the Niver Creek Trail. The Niver Creek Open Space Trails are a Section 4(f) resource.</p> <p>The Proposed Action would shift alignment of approximately 9 percent (2,138 feet) of the overall 4.5-mile Niver Creek Trail along I-25 approximately 50 feet to the west, and the Niver Creek Trail would cross I-25 on the new 88th Avenue bridge over I-25. The Niver Creek Trail is a Section 4(f) resource.</p> <p>The Proposed Action will not impact Civic Center Park Trail, Grande Hall Creek Trail, North Creek Park, or the Niver Creek Tributary L Trail, which are Section 4(f) resources.</p> <p>FHWA is considering making a <i>de minimis</i> finding in accordance with Section 4(f) for the impacts to Niver Creek Open Space Trails, and the Niver Creek Trail.</p> <p>Temporary Impacts</p> <p>Niver Creek Open Space, Niver Creek Open Trails, and Niver Creek Trail users may experience temporary construction-related disturbances such as noise, and visual presence of construction equipment and personnel. The Proposed Action would require temporary detour of the portion of the Niver Creek Trail that is being relocated for 24 months during construction activities.</p>
<p>There are no Section 6(f) properties within the project area; therefore, no Section 6(f) consultation is required</p>	<p>Permanent Impacts</p> <p>The No Action Alternative would have no impacts on Section 6(f) properties</p>	<p>Permanent Impacts</p> <p>There are no Section 6(f) resources in the project area; consequently, the Proposed Action would have no impacts to Section 6(f) resources.</p>

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Context	No Action Alternative	Proposed Action
<p>Bicycle lanes and attached 5-ft sidewalks are located on the existing 88th Avenue bridge over I-25. Transit-users access northbound and southbound bus routes at the Thornton Park-n-Ride Station through a concrete box culvert underneath I-25.</p>	<p><u>Permanent Impacts</u> The No Action Alternative would result in no impacts to bicycle, pedestrian, and transit-user facilities.</p>	<p><u>Permanent Impacts</u> The 88th Avenue bridge, including bicycle lanes and attached 5-ft sidewalks, will be replaced. The concrete box culvert underneath I-25 for transit-users at the Thornton Park-n-Ride will be removed and replaced by a pedestrian bridge.</p> <p><u>Temporary Impacts</u> Bicycle, pedestrian, and transit-user facilities along 88th Avenue and at the Thornton Park-n-Ride would be temporarily closed or detoured during construction of the Proposed Action.</p>

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Figure 5. Niver Creek Trail - Existing and Proposed Trail Alignments

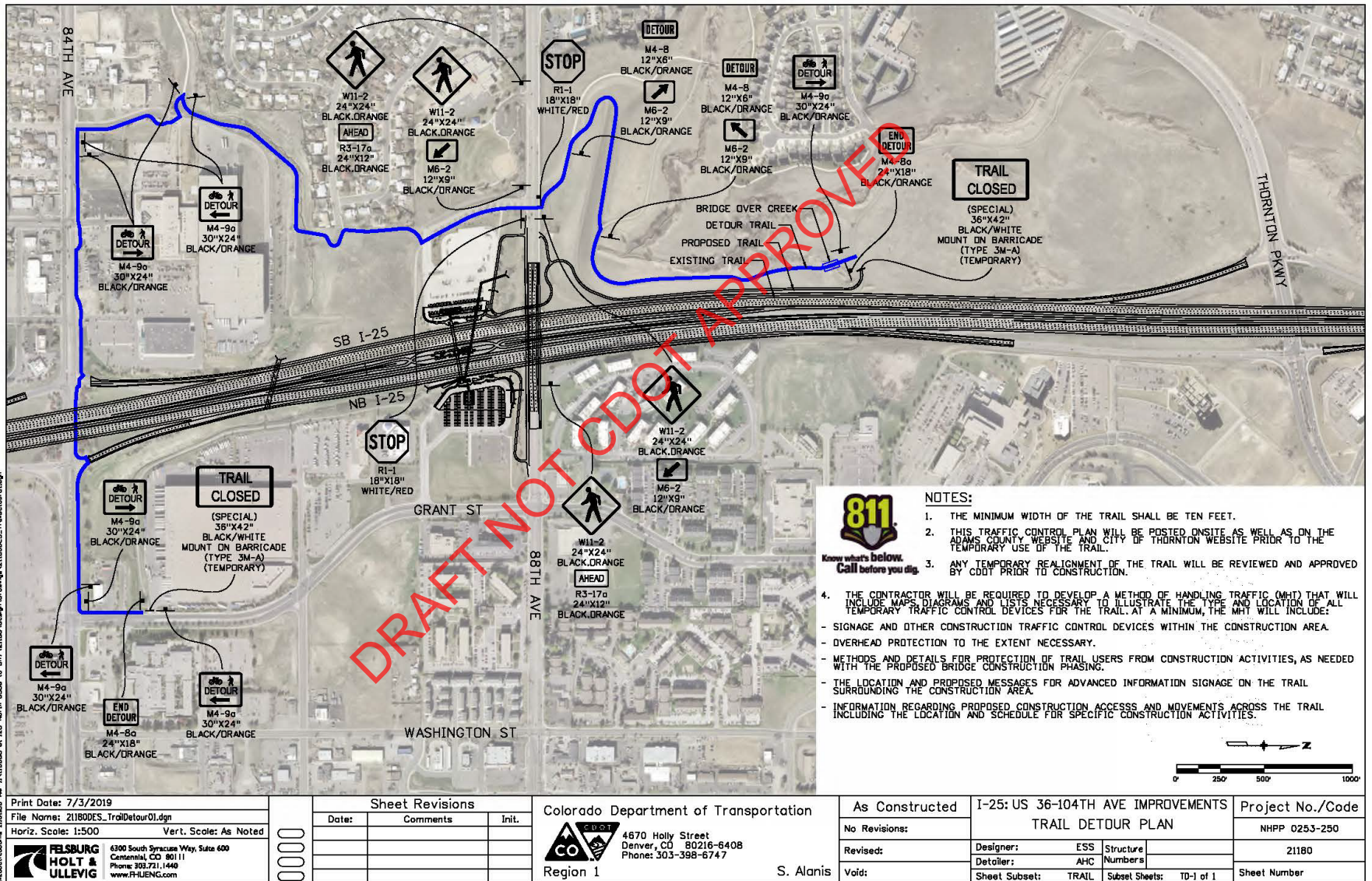


Source: FHU, 2019



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Figure 6. Niver Creek Trail Realignment and Detour Plan



Print Date: 7/3/2019
 File Name: Z1180DES_Trailedetour01.dgn
 Horiz. Scale: 1:500 Vert. Scale: As Noted

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Sheet Revisions		
Date:	Comments	Init.

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As Constructed	I-25: US 36-104TH AVE IMPROVEMENTS		Project No./Code
No Revisions:	TRAIL DETOUR PLAN		NHPP 0253-250
Revised:	Designer: ESS	Structure Numbers:	21180
Void:	Detailer: AHC	Sheet Subsets: TRAIL	Sheet Number
		Subset Sheets: TD-1 of 1	

Source: FHU, 2019



4.0 Mitigation

Table 3 documents the mitigation commitments for parks, recreation, open space, and Section 4(f) and Section 6(f) resources associated with the Proposed Action.

4.1.1 Section 4(f) Resource Mitigation

Mitigation, Minimization, and/or Enhancement Measures

An avoidance alternative of shifting the I-25 alignment to the east was evaluated during the Proposed Action development and refinement process (FHU, 2018). This eastern alignment of I-25 would require the acquisition of property for I-25 right-of-way and the displacement of tenants from the apartment complex adjacent to the east side of I-25 and north of 88th Avenue. The complex includes four apartment buildings with 96 units that would have been acquired if I-25 was realigned to the east or was improved along its current alignment. Due to the estimated property acquisition cost and the displacement and relocations of the tenants of 96 units, the alignment of I-25 was refined and shifted to the west.

During the conceptual design, efforts were made by the design team to consider alternative

alignments to the Niver Creek Trail realignment. These alternative alignments included two alignments farther to the west that would convert a local trail within the Niver Creek Open Space to the regional Niver Creek Trail.

Neither of these alternative alignments were carried forward because they:

- ▶ Would convert a local trail to the regional Niver Creek Trail and result in the loss of that local trail within the Niver Creek Open Space.
- ▶ Would create a more circuitous route for Niver Creek Trail users, including those users accessing the Thornton Park-n-Ride.

Coordination with the official with jurisdiction, City of Thornton Open Space and Project Management Division, has been ongoing and will continue during final design and construction. CDOT met with the City of Thornton Open Space on:

- ▶ March 14, 2019, regarding the alternative alignments; and
- ▶ September 27, 2019, regarding the *de minimis* determination.

An Intergovernmental Agreement (IGA) will be required between CDOT and the City of Thornton for the project. The IGA will define maintenance and snow responsibility for the Niver Creek Trail detour, as well as liability for the trail outside the project construction area.

Table 3. Mitigation Commitments for Parks, Recreation, Open Space, and Section 4(f) and Section 6(f) Resources

Impact	Mitigation Commitment	Responsible Branch	Timing/Phase that Mitigation Will Be Implemented
Property from the western end of Civic Center Park will be acquired for right-of-way use; however, the portion of the property is outside the fence determined to mark the area of the park that is available for recreational use.	An IGA will be required between CDOT and the City of Thornton for the project. The City of Thornton will be compensated for the property acquired in accordance with the IGA.	CDOT Design	Design
The Proposed Action would acquire approximately one acre of property from the eastern edge of the Niver Creek Open Space.	An IGA will be required between CDOT and the City of Thornton for the project. The City of Thornton will be compensated for the property acquired in accordance with the IGA.	CDOT Design	Design



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Impact	Mitigation Commitment	Responsible Branch	Timing/Phase that Mitigation Will Be Implemented
<p>The Proposed Action would reconstruct the trail connection between the Niver Creek Open Space Trails and the Niver Creek Trail, which would require removing approximately 50 feet of the existing Niver Creek Open Space Trail at the northern end of the realignment of the Niver Creek Trail.</p>	<p>Coordination with the official with jurisdiction, City of Thornton Open Space and Project Management Division, has been ongoing and will continue during final design and construction. CDOT will employ best management practices (BMPs) to avoid and minimize impacts from construction. All disturbed areas will be re-landscaped post-construction. The trail will remain open during construction using detours.</p>	<p>CDOT Design CDOT Construction</p>	<p>Design Construction Post- Construction</p>
<p>The Proposed Action would realign the Niver Creek Trail north of 88th Avenue and west of I-25 from approximately 1,835 feet north of the 88th Avenue bridge to the 88th Avenue bridge. The realigned Niver Creek Trail would cross I-25 on the new 88th Avenue bridge over I-25.</p>	<p>An IGA will be required between CDOT and the City of Thornton for the project. The IGA will define maintenance and snow responsibility for the Niver Creek Trail detour, as well as liability for the trail outside the project construction area.</p> <p>Coordination with the official with jurisdiction, City of Thornton Open Space and Project Management Division will continue during final design and construction. During construction to realign the Niver Creek Trail, a detour with signage will be provided to maintain use of the trail. Once construction is complete, the temporary detour will be removed, and the trail will be restored to its pre-construction condition. All disturbed areas will be re-landscaped post-construction.</p>	<p>CDOT Design CDOT Construction</p>	<p>Construction Post- Construction</p>
<p>Reconstruction of the 88th Avenue bridge over I-25, including the 88th Avenue bicycle lanes, and removal of the shared (transit-users and Niver Creek Trail users) concrete box culvert underneath I-25 at the Thornton Park-n-Ride.</p>	<p>The new 88th Avenue bridge over I-25 will include new bicycle lanes and sidewalk accommodations for the realigned Niver Creek Trail. The existing transit-user crossing of I-25 at the Thornton Park-n-Ride will be replaced with an above-grade pedestrian bridge that provides access to the I-25 median station, as well as the parking facilities and bus terminals at the Thornton Park-n-Ride.</p>	<p>CDOT Design</p>	<p>Design Construction</p>
<p>Delays and detours during construction</p>	<p>Clearly sign bicycle, pedestrian, and transit-user facilities as “closed” during construction and provide a detour. Once construction is completed, the temporary closure will be removed, and the trail will be restored to its pre-construction condition.</p>	<p>Contractor</p>	<p>Construction</p>

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De Minimis Determination Process

FHWA is considering making a *de minimis* finding in accordance with Section 4(f). A *de minimis* impact is one that, after taking into account all measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures) results in a determination that the project will not adversely affect the activities, features, or attributes of the property.

FHWA and CDOT currently believe that the impacts to the Niver Creek Open Space Trails and Niver Creek Trail represent a *de minimis* use of these recreation resources because only small portions of

the overall lengths will be permanently affected. Recreational use of these trails will be maintained during construction with a signed detour.

Public review and comment will be solicited through the EA public comment and public hearing process. Coordination with the official with jurisdiction for these properties, the City of Thornton Open Space and Project Management Division, has been ongoing. After reviewing public comments, the City of Thornton Open Space and Project Management Division will need to provide written concurrence that they believe that these impacts are *de minimis*. Once that occurs, FHWA will make a final determination on the *de minimis* finding.

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5.0 References

Colorado Department of Transportation (CDOT). 2017. *National Environmental Policy Act (NEPA) Manual*.

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