Parks
Technical Memorandum

New Pueblo Freeway

CDOT Project No. IM 0251-165

Project Control No. 12831

Colorado Department of Transportation

April 2010

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Project Description

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), is preparing an Environmental Impact Statement (EIS) for the New Pueblo Freeway project, a proposal to improve a 7-mile segment of Interstate 25 (I-25) through Pueblo, Colorado. Improvements are necessary to address an outdated roadway and bridges with inadequate geometrics, safety issues, and existing and future traffic demand.

Alternatives under consideration include taking no action (No Action), reconstruction of the interstate on essentially the existing alignment (Existing I-25 Alternative), and reconstruction of the interstate on existing and new alignments (Modified I-25 Alternative). The alternatives are further described as follows:

- **No Action Alternative –** This alternative provides only for minor improvements, repairs, and other maintenance actions. The existing four-lane highway will otherwise remain unchanged.
- **Existing I-25 Alternative –** This alternative consists of reconstructing I-25 to six lanes on essentially the same location, reconfiguring and eliminating access points to the interstate to improve safety, and providing other improvements to the local street system to enhance system connectivity and traffic movement near the interstate.
- **Modified I-25 Alternative –** This alternative consists of rebuilding I-25 to six lanes and providing the other improvements included in the Existing Alternative, except the alignment would be shifted to accommodate different interchange configurations.

Transportation Management strategies and design variations of grade and alignment are incorporated into the build alternatives.

Methods and Assumptions

Parks and recreation in the project area have been identified through site visits and consultation with City of Pueblo staff. Park and recreation properties have been mapped in the project GIS coverages to facilitate identifying avoidance strategies and assessing potential impacts. These strategies have been developed through Public Workshops and community open houses.

The Section 4(f) legislation provides protection for publicly owned parks, recreation areas, historic sites, and wildlife or waterfowl refuges from conversion to a transportation use. The Secretary of the United States (US) Department of Transportation may not approve a project that requires the use of any publicly-owned land from a public park, recreation area, wildlife or waterfowl refuge, or historic site of national, state, or local significance unless there is no feasible and prudent alternative to the use of land from the property, and the action includes all possible planning to minimize harm to the property resulting from such use (23 CFR 771.135). Section 4(f) analyses were conducted for the project and the results are documented in Chapter 4 of the Draft EIS.

Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 ensures that federal investments in the LWCF are maintained for public outdoor recreation use. These properties include parks and recreation facilities that have been acquired through the use of LWCF grants. The evaluation of applicability of Section 6(f) of the LWCF to the potentially affected parks in the study area is included in this Technical Memorandum. Section 6(f) requires the concurrence of the Secretary of the Interior for any parks acquired or developed with LWCF monies that would be converted from their intended use by a federal project. Mitigation typically requires replacement in-kind of the lands that are taken by the project, as determined in cooperation with the agency that administers the affected parkland. Six LWCF grants have been used to acquire three different parks in the corridor. The Existing I-25 Alternative and Modified I-25 Alternative would not impact any of the Section 6(f) properties, so they will not be addressed in this technical memorandum. See Appendix A for a letter from the Colorado Division of Parks and Outdoor Recreation concurring with the finding of no impact on 6(f) properties in the project area.

Existing Conditions and Impacts

Pueblo has numerous parks and recreation opportunities within the City and in the regional area, including small and large neighborhood parks, an extensive river trail system, sports ballparks and facilities, golf courses, auto and dog racing tracks, a zoo, nature center, and the Lake Pueblo State Park. The study area for the New Pueblo Freeway project includes the following parks and recreation facilities, from North to South (shown in Exhibit 1).

Potential impacts could include both direct impacts such as partial or total acquisitions, and indirect impacts such as indirect noise or visual impairments.

The New Pueblo Freeway project would impact the following parks:

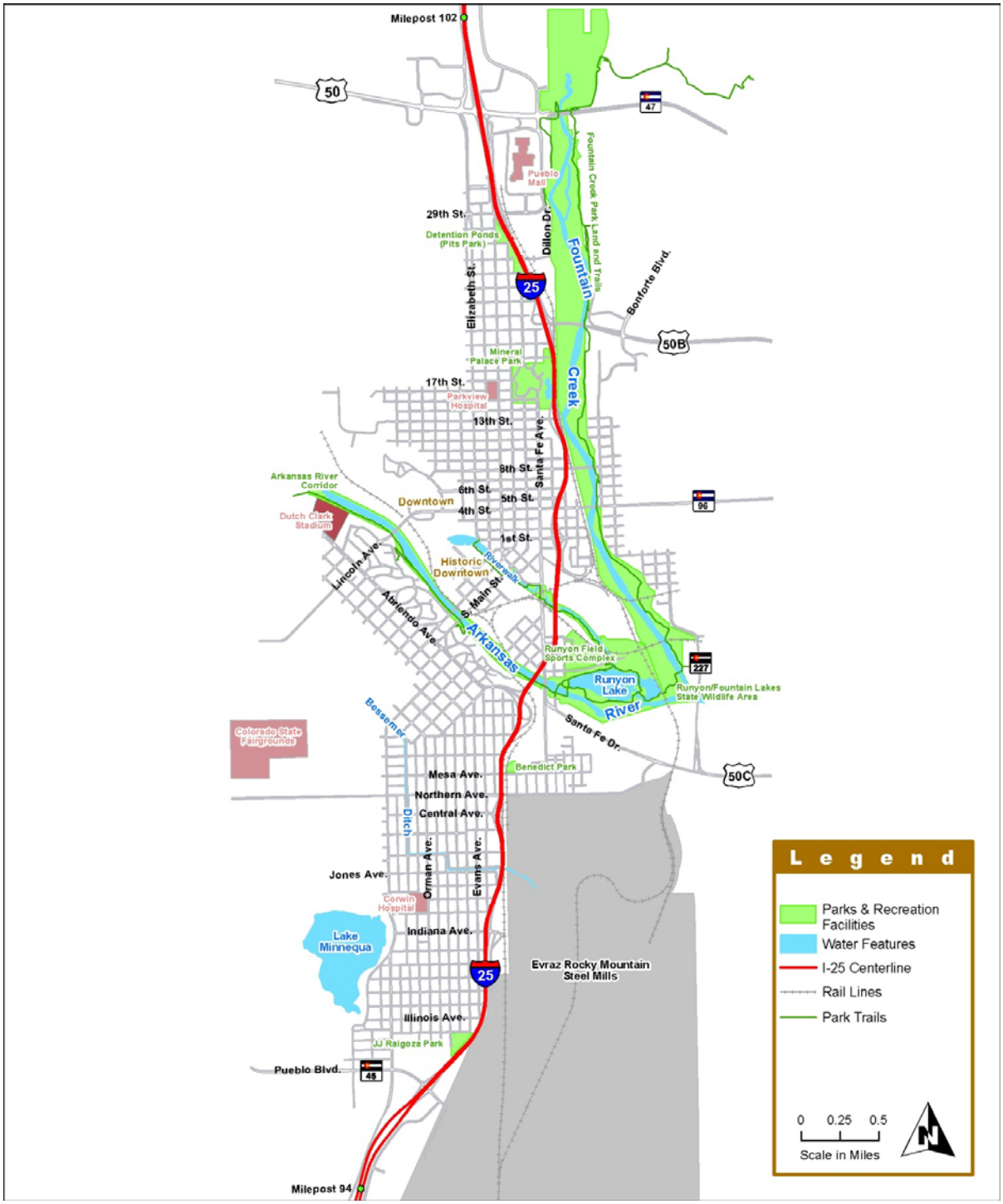
Park	Owner
The Arkansas River Corridor	City of Pueblo
Benedict Park	City of Pueblo
Detention Ponds between 29th Street and 24th Street (Pits Park), adjacent to I-25	City of Pueblo
Fountain Creek Park Land and Trail	City of Pueblo
JJ Raigoza Park	City of Pueblo
Mineral Palace Park	City of Pueblo
Runyon Field Sports Complex	City of Pueblo
Runyon/Fountain Lakes State Wildlife Area	Pueblo Conservatory District / Operated and Maintained by the Colorado Division of Wildlife

Extensive efforts have been made through the Public Workshops, Context Sensitive Solutions Workshops (CSSW), and other activities to avoid and/or minimize impacts to parks and recreation areas.

To help the Project Team avoid and/or minimize impacts to the parks, a Park Advisory Committee (PAC) was established. The PAC was made up local citizens, staff from the City Parks Department, City Planning Department, and the County Parks Department. Through a series of workshops, the PAC brainstormed ways to avoid or minimize negative park impacts.

A detailed description of each of the parks and recreational facilities, the impacts to each facility by the Build Alternatives, and proposed mitigations are below. The No Action Alternative would not have any additional impact to any parks in the corridor. Existing effects to the park facilities due to the proximity of roads to the parks, including indirect noise and visual impacts, will continue. Access to the Runyon Field Sports Complex would remain difficult and before and after sporting events, queues would continue to extend onto I-25.

EXHIBIT 1
Parks and Recreation Facilities in the New Pueblo Freeway Study Area



① THE ARKANSAS RIVER CORRIDOR

Size: 280 acres

Description: Extends east from Runyon/Fountain Lakes State Wildlife Area to Lake Pueblo State Park.

Amenities: Arkansas River, river embankment, the Arkansas River Trail, canoeing, kayaking, and Pueblo Whitewater Park.

Impacts (Both Build Alternatives):

- New bridges east of the current crossing in the both the Existing –I25 Alternative and Modified I-25 Alternative.
- While the alignments for each Build Alternative are different through the Arkansas River Corridor, the impacts are similar in nature and require the same mitigation.
- See Exhibit 2 for typical impacts to the Arkansas River Corridor.

Proposed Mitigation (Both Build Alternatives):

- Piers replaced in similar size to not further impact whitewater activities.

② BENEDICT PARK

Size: 1.9 acres

Description: Benedict Park is located east of I-25 adjacent to the former St. Mary's School, home now to the St. Mary's Genealogy Center and John Gornick Slovenian Library. The park was once associated with the school, but St. Mary's turned the site over to the City of Pueblo in 1980. Since that time, the City has maintained it as a neighborhood park, primarily serving the nearby residents in the Grove and Bessemer neighborhoods. The site is located on East Mesa Avenue east of I-25 and west of Eilers Avenue.

Amenities: Informal athletic fields, one ADA-compliant playground with equipment, one non-compliant playground, basketball court, picnic tables.

Impacts (Existing I-25 Alternative):

- The relocation of the freight rail line to the east of the current location would require the use of approximately 0.7 acres of the western edge of the park, leaving 1.2 acres of the park. The smaller park that remains would still function as a neighborhood "pocket" park.

- The informal athletic field would be eliminated; however, the playgrounds and basketball court could continue to be used by the neighborhood.
- The railroad right-of-way, if unsecured, would leave the park patrons vulnerable to the rail tracks; therefore, a fence would be installed to safely divide the railroad and railroad right-of-way from the park.
- Indirect noise impacts (approximately 3 dBA) prior to mitigation.
- See Exhibit 2 for Existing I-25 Alternative Impacts.

Impacts (Modified I-25 Alternative):

- Shift of the highway east onto the entire park property (1.9 acres). The freight rail line would stay in its current location. The informal athletic fields, two playgrounds, picnic tables and picnic shelter, and a basketball court would all be removed.
- Indirect noise impacts (approximately 7 dBa) prior to mitigation.
- See Exhibit 3 for Modified I-25 Alternative Impacts.

Proposed Mitigation (Existing I-25 Alternative):

- Expansion of the park by 2.9 acres to the south of the existing park.
- Acquisition of properties on Rio Grande Avenue, Mesa Avenue, Northern Avenue, and Taylor Avenue will leave ROW not required for transportation improvements that will be used to construct the new 2.9 acre addition to the park.
- 1.2 acres of the park not required for freeway improvements remain in place. This includes the playground equipment and the paved basketball court.
- Several existing addressed may be addressed by providing more parking, adding a shelter house and trees, and improving the lighting.
- See Exhibit 4 for a Mitigation Schematic Drawing for the Existing I-25 Alternative.

Proposed Mitigation (Modified I-25 Alternative):

- A new 4.3-Acre Benedict Park will be built south of the existing park location between Mesa Avenue and Northern Avenue.
- Playground equipment will be relocated to church property.
- Several existing addressed may be addressed by providing more parking, adding a shelter house and trees, and improving the lighting.
- Improved park access.
- See Exhibit 5 for a Mitigation Schematic Drawings for the Modified I-25 Alternative

EXHIBIT 2
Impacts to Benedict Park under the Existing I-25 Alternative

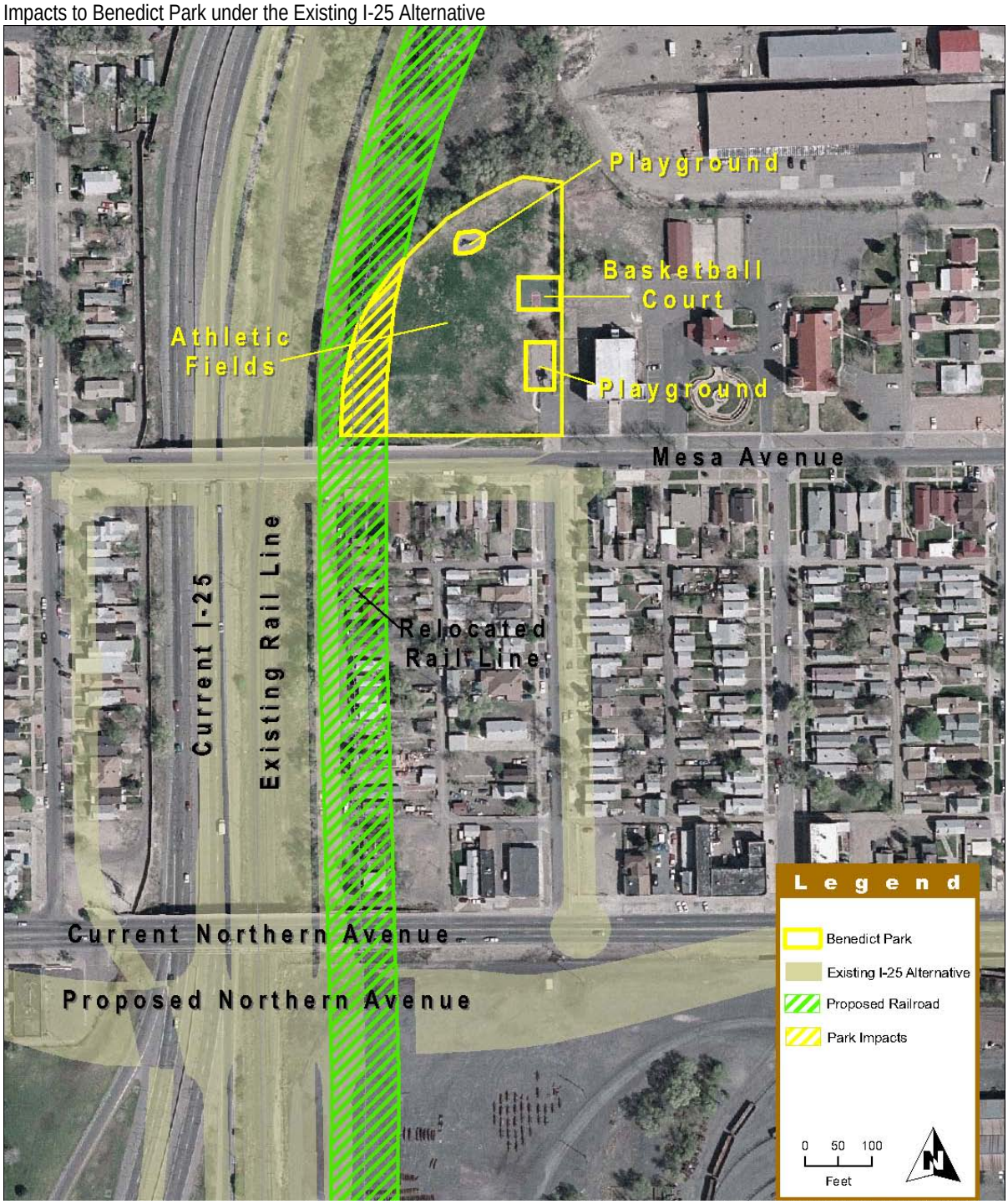


EXHIBIT 3
Impacts to Benedict Park under the Modified I-25 Alternative

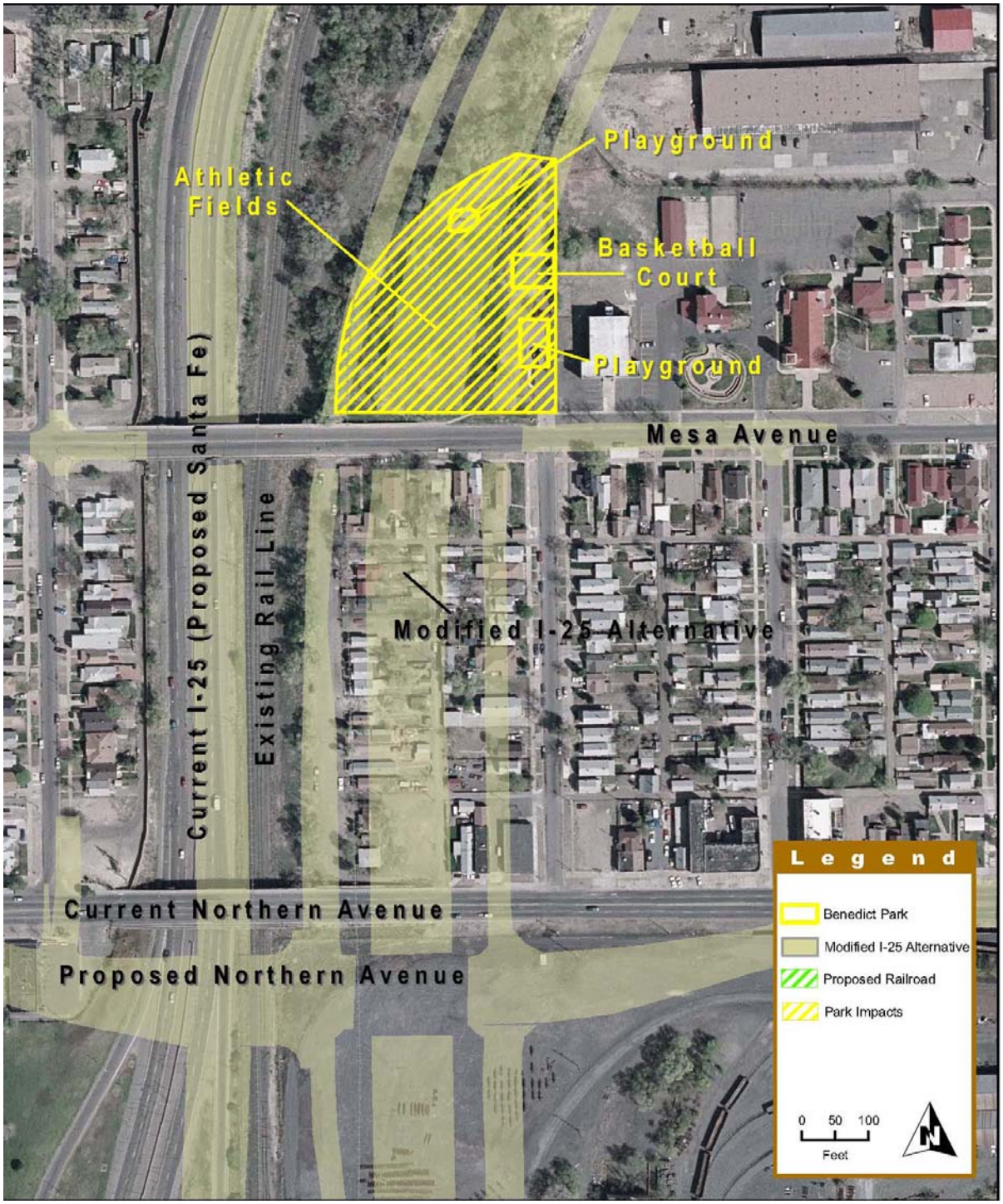


EXHIBIT 4

Mitigation for Benedict Park under the Existing I-25 Alternative

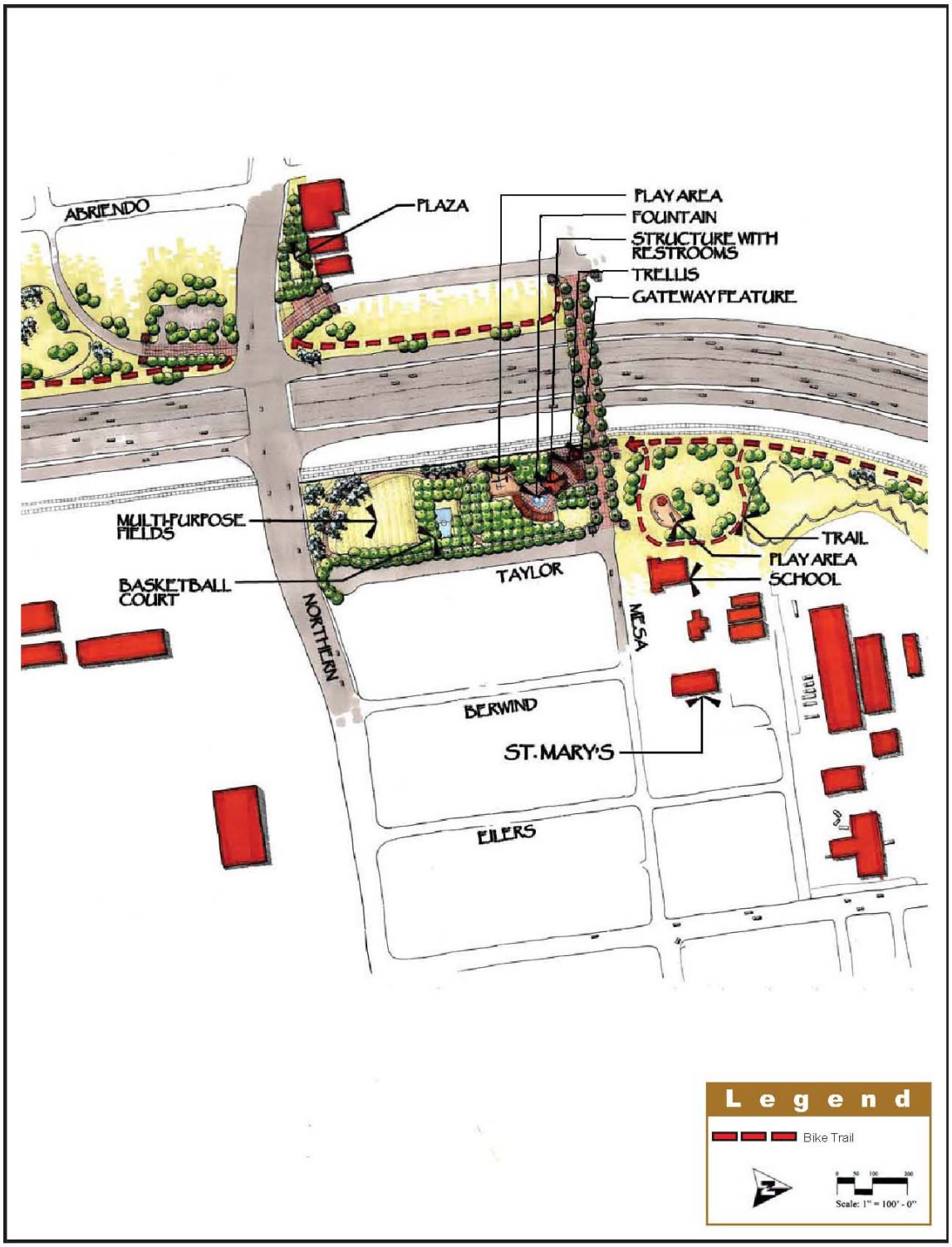
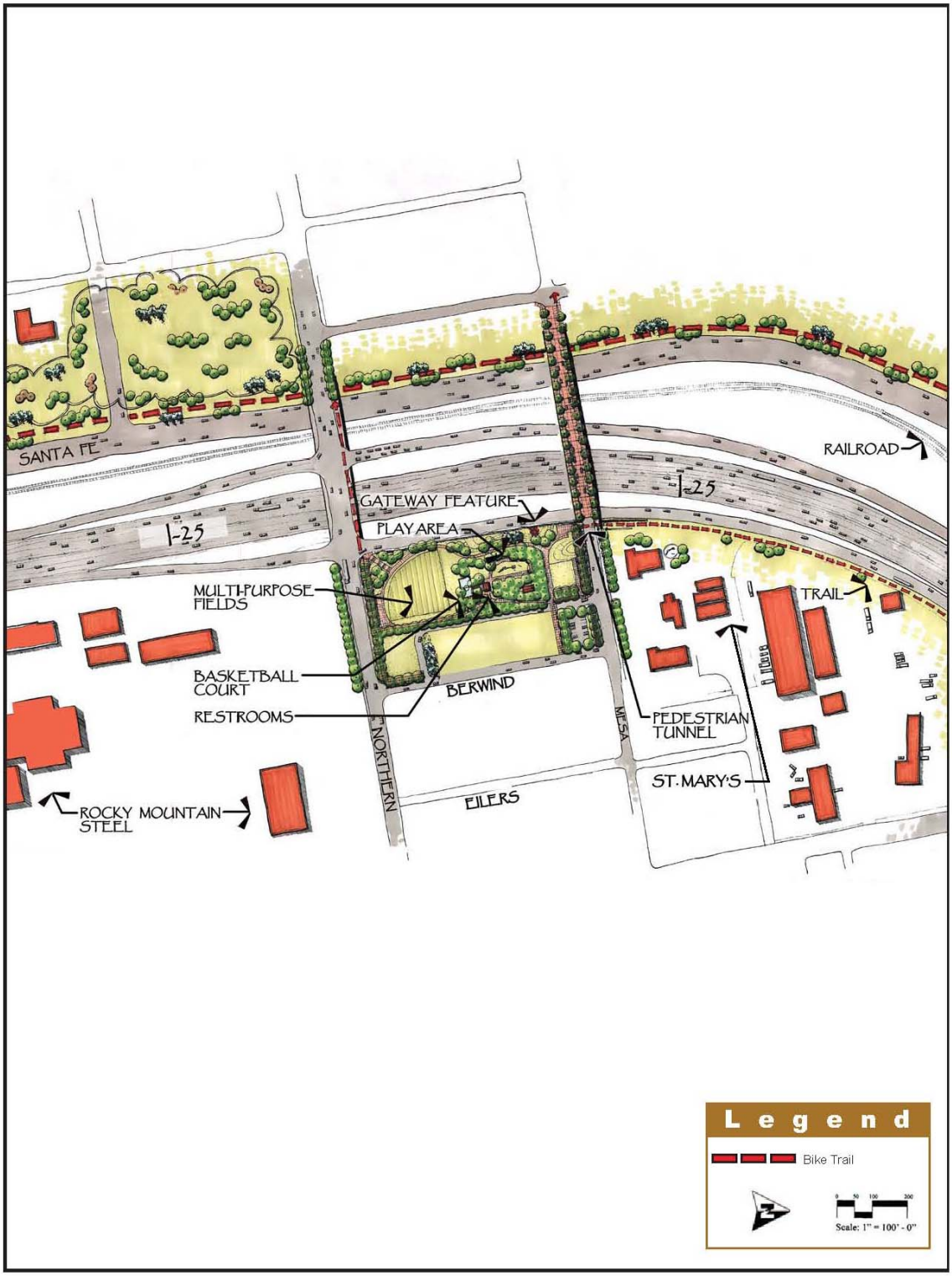


EXHIBIT 5

Mitigation for Benedict Park under the Modified I-25 Alternative



③ DETENTION PONDS BETWEEN 29TH ST. AND 24TH ST. (PITS PARK)

Size: 0.6 Acres near 23rd and Main Street; 12 Acres between 24th and 29th Streets.

Description: Commonly referred to as "Pits Park" these detention ponds are owned and maintained by the City of Pueblo Parks Department. The turf area is used for informal un-programmed recreation uses although their primary purpose are for providing flood control and water detention.

Amenities: Flood Control, playfields and other informal recreational uses.

Impacts (Both Build Alternatives):

- Indirect noise impacts (estimated 1 dBa increase) prior to mitigation.
- Both Build Alternatives are identical through this area, thus the impacts are the same.

Proposed Mitigation (Both Build Alternatives):

- Two noise barriers totaling 3,265-foot long by15-foot high will be placed between 29th Street and 24th Street on the east side of the highway to protect the ponds and the surrounding neighborhoods from noise. With the noise barriers in place the park would experience noise levels of approximately 58 to 61 decibels (dBA), which is less than noise levels experienced at the park today.

④ FOUNTAIN CREEK PARK LAND AND TRAIL

Size: 400 acres

Description: Located east of I-25 from 29th Street to the Arkansas River confluence, the park land was purchased in 1971 with funds from the Bureau of Outdoor Recreation.

Amenities: Undeveloped, semi-arid plains, covered with sagebrush, cactus, willows, cottonwoods, and native grass. Paved trail on the east side of Fountain Creek along with picnic tables. There are a number of trailheads adjacent to the trail. Also provides environmental education opportunities for elementary schools.

Impacts (Both Build Alternatives):

- Dillon Drive extension would use 5.73 acres of low-quality riparian habitat.
- Relocation and widening of US 50B impacts 4.48 acres.
- 0.37 acres of park land would be used for an improved 8th Street connection east of I-25.
- The new bridge at 8th Street will have longer spans, requiring five piers instead of the existing 7 pier structure.
- The Build Alternative Alignments are the same in this area, resulting in the same impacts.

Proposed Mitigation (Both Build Alternatives):

- Addition of a retaining wall instead of a sloped abutment at US50B eliminates the direct impact to the park land.
- Water Quality ponds used to treat runoff from I-25 will be planted with native plant materials to blend in with the surroundings. These ponds will improve water quality of Fountain Creek by reducing pollutant loading and sedimentation.
- Access will be provided from Mineral Palace Park and provide and east-west linkage over I-25 via a pedestrian bridge.
- Soft surface trail and additional picnic tables will be included.

⑤ JJ RAIGOZA PARK

Size: 7.8 acres

Description: Bound by Maryland Avenue to the north, Pine Avenue to the west, and I-25 to the southeast, serving primarily the south Bessemer neighborhood.

Amenities: Tennis courts, basketball courts, playground equipment, restrooms, and picnic tables.

Impacts (Both Build Alternatives):

- Indirect noise impacts (an increase of approximately 3dBa) prior to mitigation.
- Alignments for each Build Alternative are identical in this area, causing the same impacts to the park.

Proposed Mitigation (Both Build Alternatives):

- Construction of a 20-foot tall, 2,120-foot long noise wall and berm, reducing noise between Maryland and Nevada. The noise barrier to protect the park from noise. With the noise barriers in place the park would experience noise levels of approximately 63 decibels (dBA), which is less than noise levels experienced at the park today.

⑥ MINERAL PALACE PARK

Size: 42.5 acres

Description: Mineral Palace Park is Pueblo's second largest park (after City Park). It is located on the west side of I-25, north of downtown. The site is bounded by 19th Avenue on the north, 15th Avenue on the south, Court Street on the west, and I-25 on the east. A chain-link fence on the eastern boundary separates the park from the highway. Mineral Palace Park contains the maintenance headquarters for the City Parks Department. The park features a small lake, Lake Clara, as well as an extensive network of flower gardens and landscaped park areas. Historic structures in the park include a band shell, pedestrian bridge, and boat house.

During the late 1930s, due to a series of Works Progress Administration Projects (WPA), the park experienced a revival, and most of the existing walls and structures seen in the park today were constructed during the WPA era. After 1935, both Lake Clara and the park were again reduced in size as U.S. Highway 85/87 was constructed along the eastern edge of the park. The western edge of the lake was filled in, and a large lawn was created as a seating area for the band shell between the boathouse and the lake. The Mineral Palace building was removed in 1943, marking the end of its period as a tourist attraction.

Other additional uses were added to the park after World War II, deviating from the original design of the park. However, with the construction and opening of I-25 in 1959, Lake Clara was resituated and significantly reduced in size and Mineral Palace Park was reduced to its current size of approximately 42.5 acres.

According to the City Parks staff, the park is currently undersized based on current uses and community needs. The eastern edge of the park is currently underutilized due to noise from I-25 and the freight rail line.

Amenities: Boat house used by the Pueblo Art Guild, band shell (no longer used as a music venue). Recreational amenities include a swimming pool, tennis courts, picnic tables, and playground equipment. A portion of the northeastern area of the park is isolated (e.g., the

tennis courts) and is, therefore, underutilized. The existing swimming pool facilities are aging and require a significant amount of maintenance and repair. Maintenance of the small, irregularly shaped lake is difficult, due to issues such as poor water circulation and algae growth.

Impacts (Both Build Alternatives):

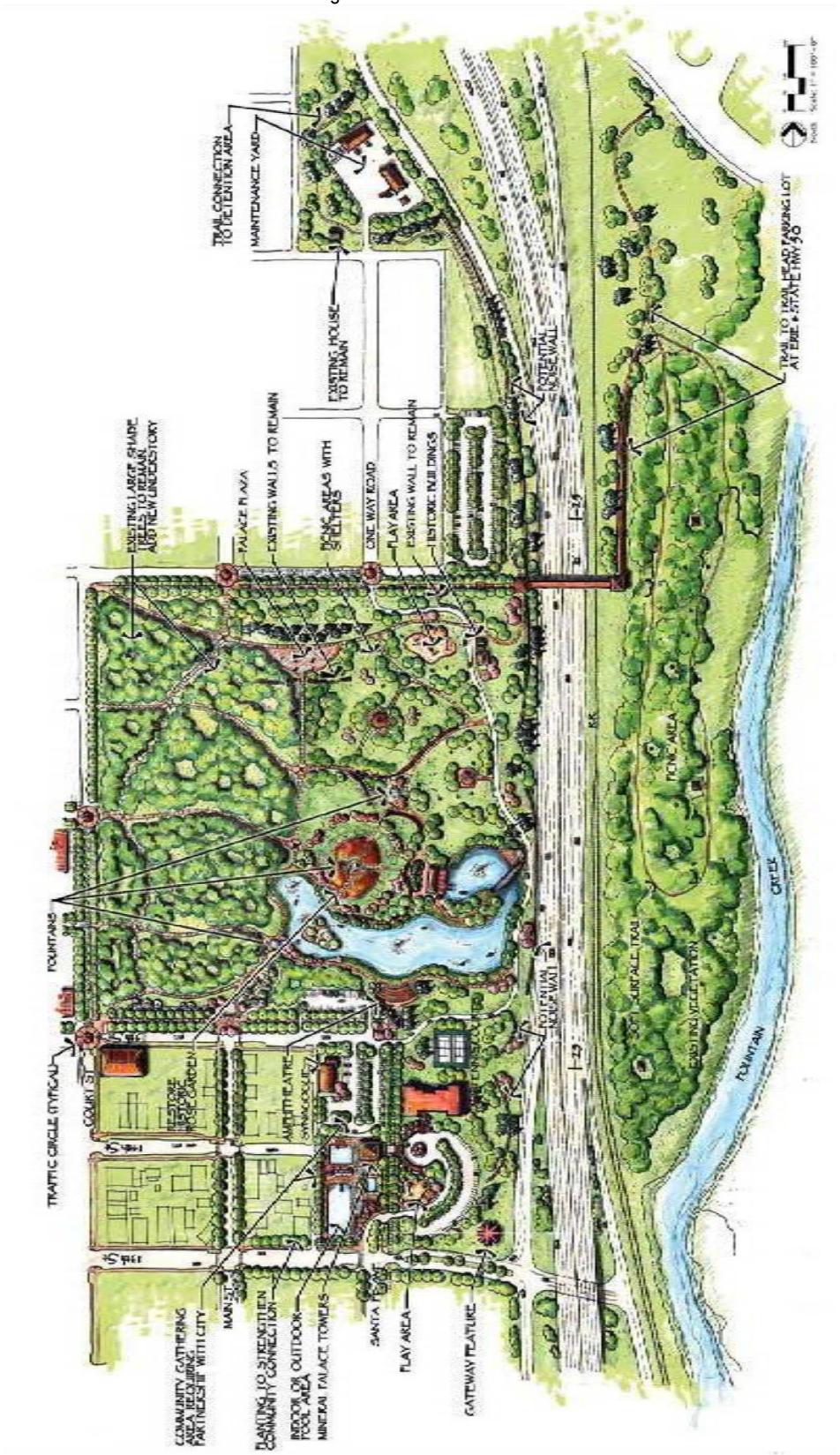
- Widening I-25 adjacent to the park would result in loss of approximately 50 feet along the eastern edge of the park, which translates into approximately 1.4 acres (3 percent of the park). This is the part of the park that is currently not used by recreationists because its current noise levels are approximately 65 dBa, too noisy for park use. See Exhibit 6 for existing park amenities.
- The northeast parking lot access road would be lost due to the widening. The loss of the eastern portion of the park would result in a loss of about 40 parking spaces, grass, small shrubs, and approximately 20 mature trees.
- Fifteen to 20 percent of Lake Clara would be eliminated, rendering it unable to function as a viable lake. The lake has been reduced in size several times in the past, making the unfunctioning lake small and irregularly shaped and making healthy water circulation difficult. Highway Improvements will further exacerbate the lake condition.
- Sections totaling approximately 40 linear feet of a WPA lake wall would be eliminated.
- Widening the highway would impact the park maintenance yard located in the northeast corner of Mineral Palace Park by eliminating approximately 13 percent of the existing acreage of the maintenance yard, which renders the entire facility unusable.
- The informal path that generally follows the eastern fence would be severed and would have to be re-connected.
- Approximately 12 acres of the remaining park would be indirectly impacted by noise from I-25. An increase of approximately 3 dBA is anticipated from current conditions.
- Both Build Alternatives cause identical impact to Mineral Palace Park.

EXHIBIT 6
Mineral Palace Park features and amenities

Proposed Mitigation (Both Build Alternatives):

- Adding land adjacent to the park will occur south to 13th Street and north to the US 50B loop. For the south addition, the City of Pueblo will use its eminent domain authority, as necessary, to acquire the additional land needed for Mineral Palace Park improvements, including the relocated community pool. To the north, land will be added to the park due to CDOT eliminating the existing US 50B loop, resulting in a net increase to 46 acres. As a result of the public process, a Mineral Palace Master Plan has been developed for mitigation. This Master Plan is shown in Exhibit 7.
- Increase access to the park and within the park by adding additional trail connections and improving the internal roadway and walk systems within the park. Construct a pedestrian bridge over I-25 to connect Mineral Palace Park to the Fountain Creek Park Land.
- Add vegetation along the proposed sound wall and berms to protect views into and out of the park. More trees will be planted in the park as a nursery crop to replace the current shade trees that are on the decline because they are well over 100 years old. Some of the gardens around the park will be restored to their historic splendor.
- Enlarge Lake Clara so that it will function as a healthy lake with adequate space. The Lake will be enhanced with natural banks. With an enlarged lake, the boathouse will be reconnected to the boathouse.
- Construct a fountain to look similar to the original fountain in the park.
- Add noise walls and earthen berms to reduce indirect noise impacts from I-25. Construction of noise barriers to protect the park from additional noise impacts. With the noise mitigation in place the park would experience noise levels of approximately 63 dBA Facilities and activity areas that are not noise sensitive will be moved closer to the highway.
- Construct a Palace Plaza to provide a place in the park where historical interpretation of Mineral Palace can be displayed. Construction of an amphitheater will help reintroduce concerts and events to the park.
- Add new parking that includes several handicap parking spaces in both the southern and northern parts of the park. Handicap-accessible ramps and parking areas will be constructed along with appropriate surfaces throughout the park.
- Move the maintenance facility out of the park to add more usable park land. Relocate the swimming pool to 13th and Santa Fe, the gateway to downtown Pueblo.
- State-of-the-art traffic-calming techniques will be incorporated, where appropriate, to slow traffic along the perimeter of the park.

EXHIBIT 7
Mineral Palace Park Master Plan - Mitigation



⑦ RUNYON FIELD SPORTS COMPLEX

Size: 35 acres

Description: Located east of I-25, north of the Arkansas River, Runyon Field was first established in the 1930s. In 1985, two additional fields were added to the complex, and in 1994 the fourth field was added. In 1999, a $300,000 club house was constructed and the original fencing was replaced. The complex is owned by the City of Pueblo, and is operated by the Runyon Board of Directors, a nonprofit organization. In 2004, more than 1,000 games were played by more than 70 youth teams at the complex. The baseball tournament season runs from April to early July. Football is played at the complex in the fall (September and October). The fields are all lighted, and night games are frequent. Access to the Runyon Field Sports Complex is off of the Ilex Avenue interchange from I-25. The traffic generated by events at the complex has been known to back-up through the interchange, often extending as far as I-25.

Amenities: The complex consists of four lighted baseball fields, including two regulation-sized diamonds, an intermediate field, and a small youth field. Associated with

all four fields are concession stands, announcing booths, a clubhouse, permanent seating (bleachers), and paved parking. Runyon Field Sports Complex amenities are shown in Exhibit 8.

Impacts (Existing I-25 Alternative):

- Access to the sports complex under the Existing I-25 Alternative will remain poor, as the queues of vehicles traveling to the complex will continue to extend onto the highway.

Impacts (Modified I-25 Alternative):

- Extending Stanton Avenue provides access to the complex, allowing visitors to access from the local street system, rather than from the off-ramp from I-25. Providing access to the complex will eliminate the queues of vehicles that sometimes extend onto the highway.

Proposed Mitigation (Both Build Alternatives):

- None required.

EXHIBIT 8
Runyon Field Sports Complex Amenities

⑧ RUNYON/FOUNTAIN LAKES STATE WILDLIFE AREA

Size: 40 acres

Description: Wildlife protection area owned by the Pueblo Conservation District and maintained by the Colorado Division of Wildlife. The lake and park area are located along the Arkansas River east of Santa Fe Avenue and south of Runyon Field Sports Complex.

Amenities: Shore fishing, hiking, picnicking, wildlife watching provided in the wildlife area. The park areas include restrooms, three ADA compliant fishing piers, a biking and hiking trail, park benches, a memorial park benches, and a gravel parking lot. Upstream of the levee, a pedestrian bridge connects the Fountain Creek and Arkansas River trails.

Impacts (Existing I-25 Alternative):

- None.

Impacts (Modified I-25 Alternative):

- Four new bridges will be placed over the Arkansas River. Bridge abutments on the south side of the river will be located in State Wildlife Area.
- An additional bridge for the Stanton Avenue extension over State Wildlife Area and the Arkansas River.
- Existing pedestrian bridge would be removed to allow room for I-25 to span the river.
- Trail to footbridge will be relocated with a bridge that allows for river crossing.

- Park benches and the memorial park bench moved to the east.
- Impacts and mitigation for the Modified I-25 Alternative are shown in Exhibit 9.

Proposed Mitigation (Existing I-25 Alternative):

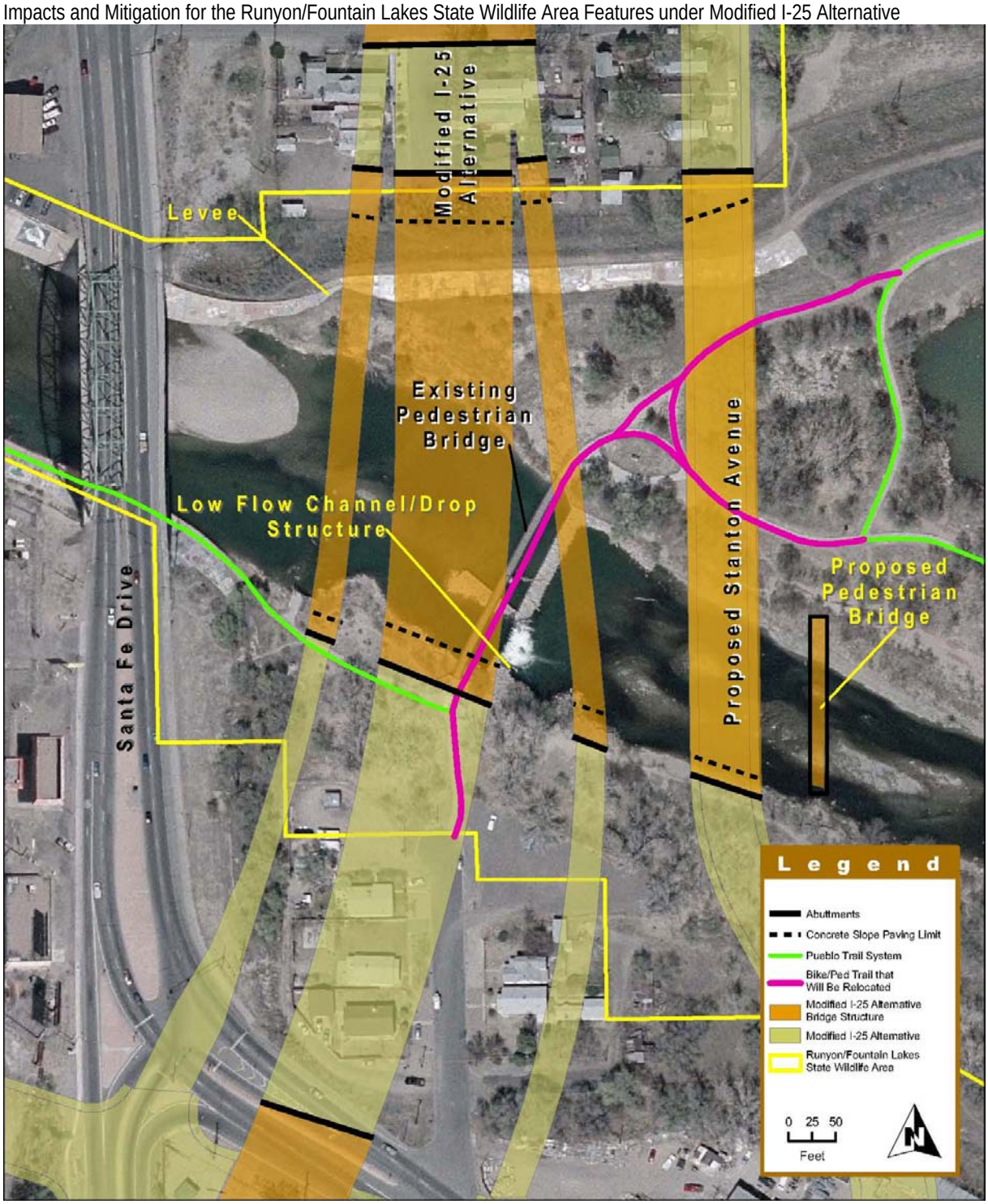
- None required.

Proposed Mitigation (Modified I-25 Alternative):

- The pedestrian bridge over the Arkansas River would be relocated just east of the proposed Stanton Avenue bridge to allow room for the new bridges that will span the river east of the current I-25 alignment.
- The trail that leads to the current pedestrian bridge would be relocated over the new pedestrian bridge to allow for crossing the Arkansas River and reconnecting to the Arkansas River trail.
- After construction, the trails would be fully usable by passing under the I-25 bridges and the Stanton Bridge. There would be no permanent or temporary impacts to the primary recreational components of the park.
- The bricks of greenway donors will stay in place, but the park benches and the memorial park bench will be moved the east, closer to the lake and to a quieter location.
- Impacts and mitigation for the Modified I-25 Alternative are shown in Exhibit 9.

EXHIBIT 9

Impacts and Mitigation for the Runyon/Fountain Lakes State Wildlife Area Features under Modified I-25 Alternative



References

City of Pueblo Parks Department, 2003 through 2010.

APPENDIX A

Agency Correspondence

Colorado State Parks
State Trails Program - Southern Colorado Trails Coordinator
4255 Sinton Road • Colorado Springs, Colorado 80907 • Phone (719) 227-5259 • FAX (719) 227-5264 • www.parks.state.co.us

February 16, 2005

Richard Annand
Region Planning & Environmental Manager
Colorado Department of Transportation
P.O. Box 536 – 905 Erie Avenue
Pueblo, CO 81002

Re: LWCF funded improvements along I-25 in Pueblo

Dear Mr. Annand:

On January 28th you and I met with Andrea Garcia and Scott Asher of CH2MHill, and Steven Meier of the City of Pueblo at the location of the US Highway 50 and Fountain Creek Trail crossing in Pueblo, Colorado. I appreciate you and your staff taking the time to show me the proposed I-25 expansion project and how it might affect the Fountain Creek Trail and other projects funded by Land and Water Conservation Fund and other funding sources we have managed grants on.

From walking the site with CDOT and CH2MHill representatives I feel that there is little chance that the I-25 Expansion Project, which includes improvements to US Highway 50 at this location where it joins I-25, will negatively impact the Fountain Creek Trail. By constructing one or more retaining walls where the trail crosses under Highway 50 and goes down beside Fountain Creek, you will keep the toe of the slope of the highway from encroaching on the trail surface. It appears to me that the surface of the trail, the footbridge over the small stream beside the highway, and a small three-foot right of way along the trail for signs, etc., are all the improvements that have been funded by our grant where the trail crosses the CDOT right of way.

In fact, I think the new construction will present an exciting opportunity to actually improve the setting and features surrounding the trail where it crosses under the highway. Hopefully, the retaining wall(s) installed by CDOT will be decorative in nature reflecting the park-like setting the City of Pueblo has planned for that location.

Additionally, there are two shortcomings with the trail as it exists today. First, it is so low next to Fountain Creek as it crosses under the existing Highway 50 bridge that it periodically floods. Second, where the trail intersects the footbridge just on the south side of Highway 50, there is a hard 90-degree bend, which creates a dangerous blind corner for trail users. If construction

STATE OF COLORADO • COLORADO STATE PARKS
Bill Owens, Governor • Russell George, Executive Director, Department of Natural Resources • Lyle Laverty, Director, Colorado State Parks
Colorado Board of Parks and Outdoor Recreation: • Dr. Tom Ready, Chair, Natural Areas Representative • Doug Cole, GOCO Representative
Wade Haerle, Member • Tom Glass, Member • Antonette DeLauro, Member

Colorado State Parks

State Trails Program - Southern Colorado Trails Coordinator
4255 Sinton Road • Colorado Springs, Colorado 80907 • Phone (719) 227-5259 • FAX (719) 227-5264 • www.parks.state.co.us

crews do find it necessary to go on to the trail for reconstruction of the highway, I would ask that they fix these two areas by raising the trail bed by two feet where it goes under the highway bridge and by straightening that portion of the trail where it meets the footbridge. This would allow trail users to more safely use the trail, even when the creek is high.

It is my understanding from talking to you and CH2MHill that the remaining two LWCF funded projects near the I-25 expansion will not be affected. Either of the proposed new bridge crossings near Runyon Park and Runyon Field will not impact this park at all, and will miss them altogether.

Again, I appreciate your assistance in showing me this proposed project. If you need me for any related information that I may be able to provide, feel free to call me. Best of luck on this project.

Sincerely,

Casey Swanson

Cc: ✓Scott Asher
Steven Meier
Lori Malcolm

STATE OF COLORADO • COLORADO STATE PARKS
Bill Owens, Governor • Russell George, Executive Director, Department of Natural Resources • Lyle Laverty, Director, Colorado State Parks
Colorado Board of Parks and Outdoor Recreation: • Dr. Tom Ready, Chair, Natural Areas Representative • Doug Cole, GOCO Representative
Wade Haerle, Member • Tom Glass, Member • Antonette DeLauro, Member