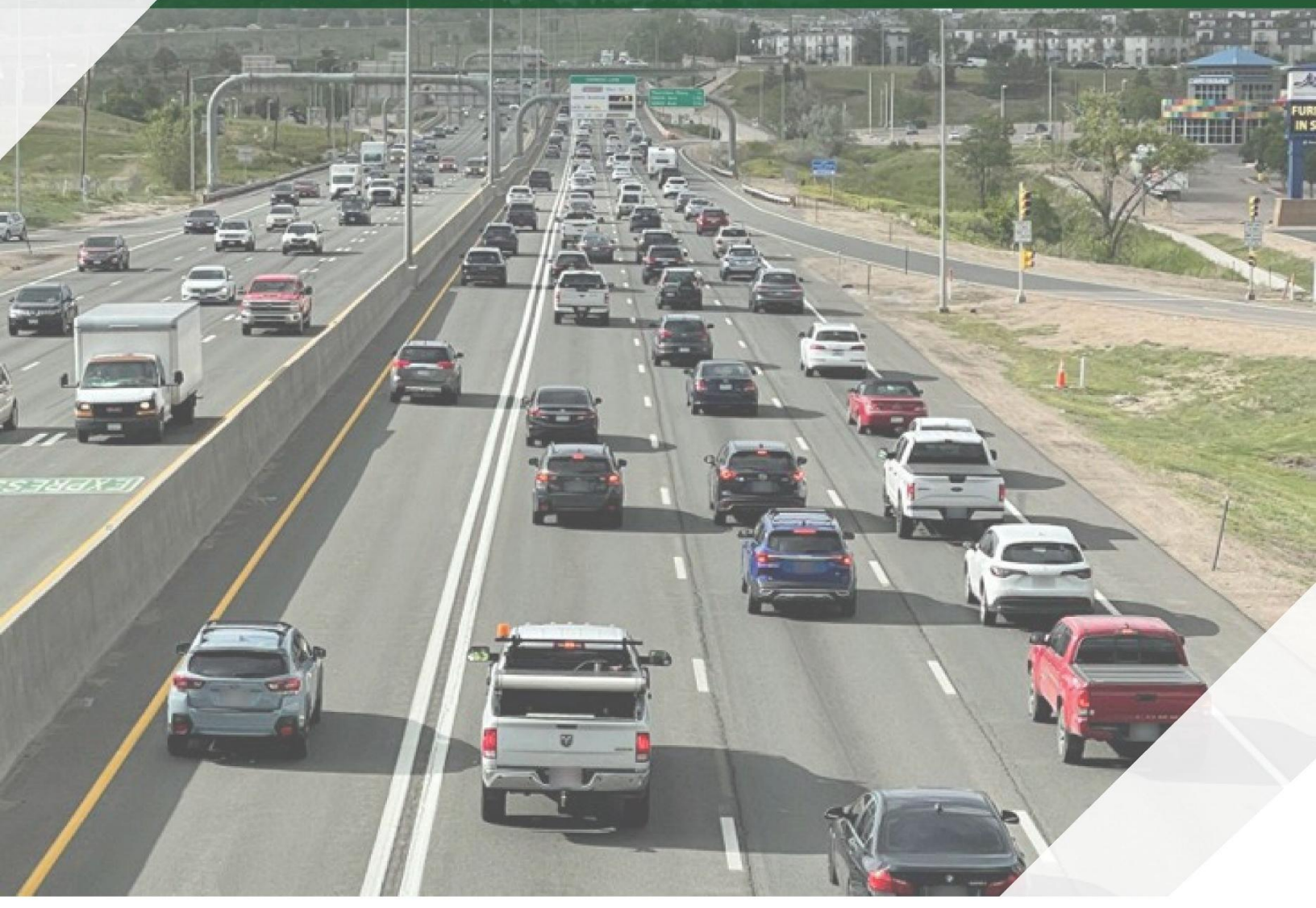
# I-25 (US 36 to 104th Avenue)

Safety and Operations Improvements Project



# Appendix D9: Socioeconomic Resources and Right-of-Way Technical Report

**October 2026**

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# Appendix D9. Socioeconomic Resources and Right-of-Way Technical Report

October 29, 2026 – Version 9
Project Number: PM 0253-299
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# Acronyms and Abbreviations

| Acronym or Abbreviation | Full Name |
|---|---|
| ACS | American Community Survey |
| BG | Block Group |
| CD | Collector/Distributor |
| CDOT | Colorado Department of Transportation |
| CDPHE | Colorado Department of Public Health and Environment |
| CFR | Code of Federal Regulations |
| CSA | Community Study Area |
| DOLA | Department of Local Affairs |
| DRCOG | Denver Regional Council of Governments |
| EIS | Environmental Impact Statement |
| EPA | Environmental Protection Agency |
| FHWA | Federal Highway Administration |
| I-25 | Interstate 25 |
| I-270 | Interstate 270 |
| I-76 | Interstate 76 |
| LEP | Limited English Proficiency |
| NEPA | National Environmental Policy Act |
| ROD1 | Record of Decision 1 |
| ROW | Right-of-way |
| RTD | Regional Transportation District |
| TMMP | Transportation and Mobility Master Plan |
| Uniform Act | Uniform Relocation Assistance and Real Property Acquisition Policies Act |
| US 36 | United States Highway 36 |

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# 1.0 Introduction and Background

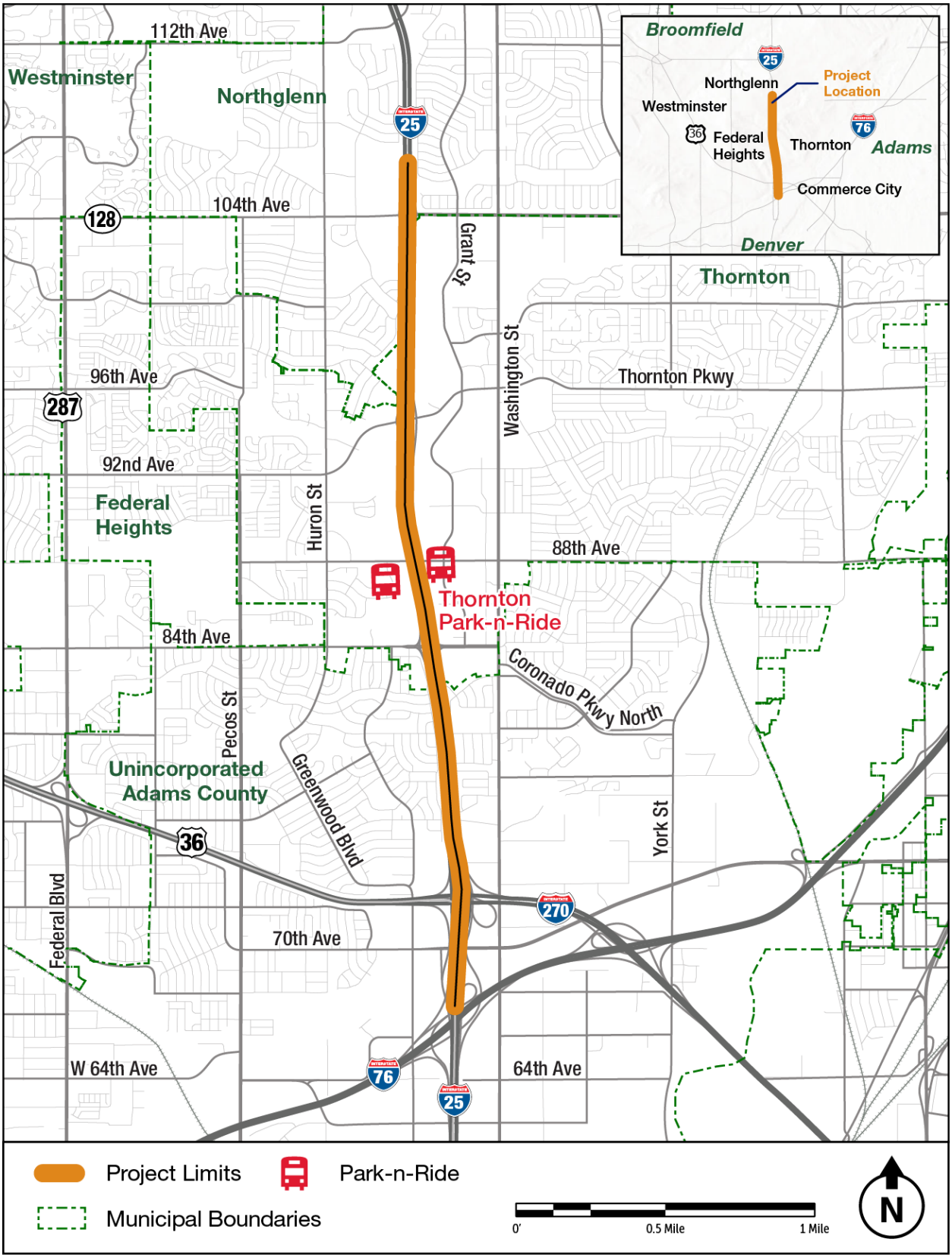
The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) are proposing transportation improvements to Interstate 25 (I-25) between the United States Highway 36 (US 36)/I-270/I-76 interchange and 104th Avenue (**Figure 1**). This Socioeconomic Resources and Right-of-Way Technical Report was prepared to support evaluation of the I-25 (US 36 to 104th Avenue) Safety and Operations Improvements project (the project).

CDOT has previously completed an Environmental Impact Statement (EIS) and other planning efforts that recommended improvements to this segment of I-25. The current project evaluates proposed transportation improvements that reflect and build upon previous recommendations. Because the current project includes elements that were not evaluated and approved in the **North I-25 Record of Decision 1** (ROD1) (FHWA and CDOT, 2011), this project is undergoing new evaluation under the National Environmental Policy Act (NEPA).

The following project information can be found in **Attachment A**: Project Information:

- Project History
- Project Limits
- Purpose and Need
- Proposed Action Description

**Figure 1. Project Limits**



# 2.0 Regulatory Setting

Federal and state regulations applicable to socioeconomic resources require that consideration be given to qualitative factors and unquantifiable amenities and values, along with quantitative and technical considerations in decision-making. The following laws, regulations, and guidance relevant to socioeconomic analyses are applicable to the project.

**49 Code of Federal Regulations (CFR) 24, Uniform Relocation Assistance and Real Property Acquisition Policies Act (1970)** – Ensures that owners of real property to be acquired for Federal and Federally-assisted projects are treated fairly and consistently.

**FHWA Technical Advisory T6640.8a Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987) -** Guides entities taking part in the NEPA process to consider effects on social groups, stating "the elderly, handicapped, nondrivers, transit dependent, and minority and ethnic groups are of particular concern."

**Americans with Disabilities Act (ADA) (1990)** – Addresses the needs of people with disabilities, prohibiting discrimination in public services and public accommodations.

**Intermodal Surface Transportation Efficiency Act (1991)** – Instructs Federal agencies to consider the overall social, economic, energy, and environmental effects of transportation decisions.

**Sections 109(h) and 128, Title 23 of the United States Code on Highways (2012)** – Assures that community cohesion, availability of public facilities and services, and economic and social effects are assessed during highway developments.

**Moving Ahead for Progress in the 21st Century Act (MAP-21) (2012)** – Builds on 1991 policies and creates a streamlined, performance-based, and multimodal program to address the many challenges facing the nation's transportation system. Establishes Federal highway performance goals for safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environment and sustainability, and reduced project delivery delays.

# 3.0 Methodology

## 3.1 Socioeconomic Resources

The socioeconomic analysis evaluates potential social and economic impacts that may result from the project.

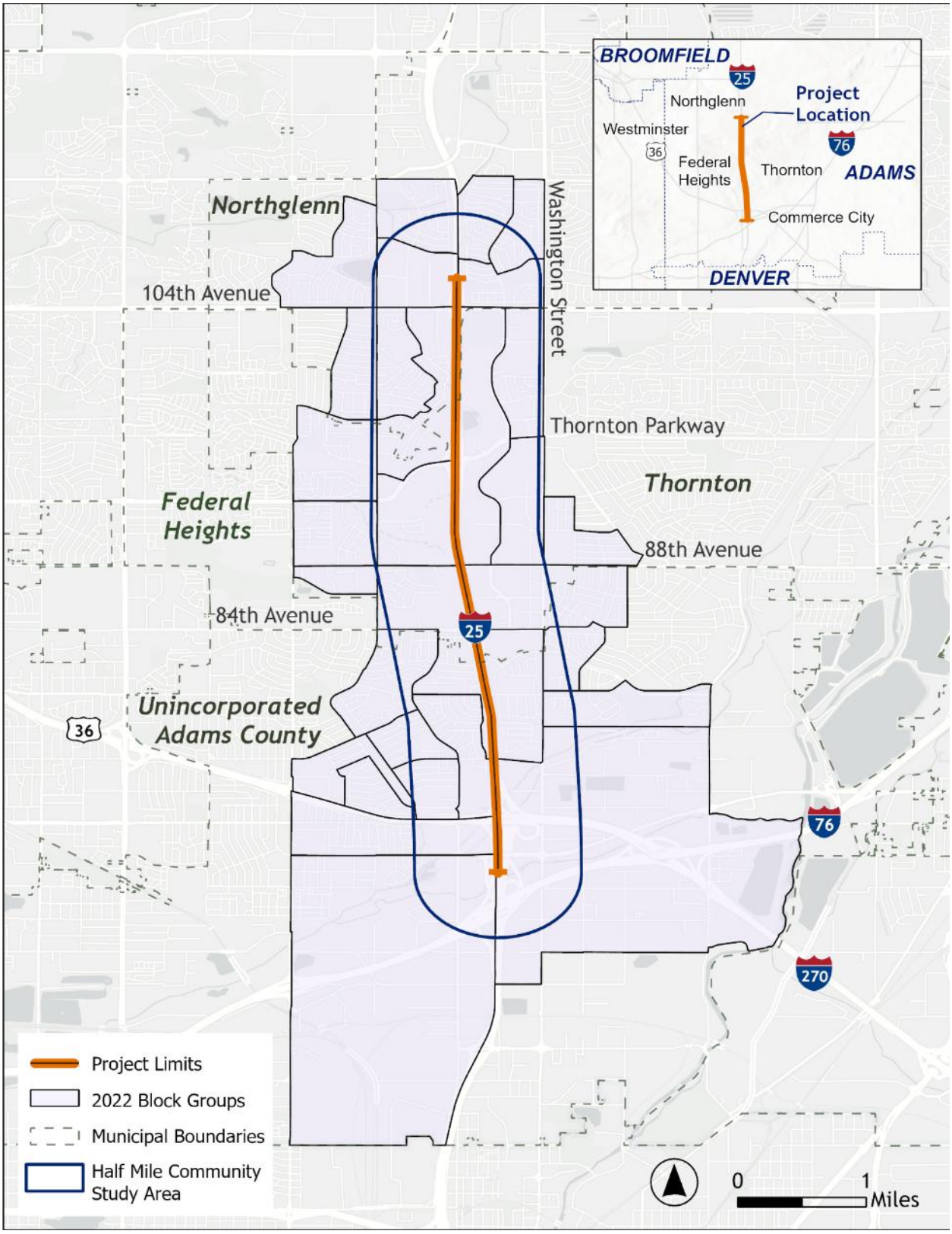
CDOT and FHWA identified potential socioeconomic-related issues arising from the project based on an internal review of the project and feedback from the public and federal, state, and local government agencies. These include:

- Community Character and Cohesion: Assessing impacts on the identity or unity of established communities, impacts to community facilities, services, and businesses
- Safety: Addressing crash reduction, pedestrian and cyclist protections, and emergency response improvements
- Property Acquisitions: Understanding potential relocations or loss of property
- Mobility and traffic:
  - Potential impacts to travel patterns and access for communities surrounding the project
  - Potential impacts to I-25 vehicle users associated with changes in vehicle flow, multimodal integration, and regional connectivity
- Construction: Identifying potential short-term impacts such as road closures, noise, dust, and visual disruptions

Potential socioeconomic-related impacts are concentrated in communities within and near the project limits – collectively referred to as the community study area (CSA). The CSA is made up of 2022 Census block groups (BG) that intersect a 0.5-mile buffer around the project limits. BGs are statistical divisions defined by the U.S. Census, are generally defined to contain between 600 and 3,000 people, and are the smallest geographic entity for which American Community Survey (ACS) estimates are reported. BGs were defined from the 2022 Census to align with the most current reporting from other state and Census data sets.

The CSA (**Figure 2**) comprises 31 BGs, including portions of several neighborhoods, within unincorporated Adams County, the City of Thornton, and the City of Northglenn. The CSA may be revised if comments are received or if any additional input is provided during subsequent public engagement activities.

**Figure 2. Community Study Area**



The following data sources were used to create a profile of the social and economic characteristics of the CSA.

- **The U.S. Census Bureau:** County, city, and Census BG demographic data including population, housing, employment, and income. From the American Community Survey (ACS) for 2006-2010 5-Year Estimates and 2018-2022 5-Year Estimates.
- **The Colorado Department of Local Affairs (DOLA):** Population estimates and forecasts through 2050 by state and county.
- **The Environmental Protection Agency (EPA)**: Various demographic and socioeconomic indicators such as age, health, income, and household size by Census tract and block group based on data from the 2018-2022 ACS 5-Year Estimates.
- **Adams County:** Existing and planned land use available on the County's GIS Open Data Hub. Information on major employers, bicycle and pedestrian development, and economic development from the Adams County Regional Economic Partnership.
- **City of Northglenn:** Existing and planned land use, existing transit services, neighborhood characteristics, major employers, commuting trends, and population growth statistics from the City of Northglenn Comprehensive Plan.
- **City of Thornton:** Existing and planned land use, existing transit services, neighborhood characteristics, major employers, commuting trends, and population growth statistics from the City of Thornton Comprehensive Plan.
- **Denver Regional Council of Governments (DRCOG):** Parcel-level land use mapping, current land use patterns, and potential development scenarios in the Denver region from the DRCOG Regional Data Catalog.
- **Google Maps:** Locations of specific socioeconomic and community resources within the CSA, including schools, churches, parks and recreation centers, libraries, grocery stores, businesses, and emergency service providers.
- **Regional Transportation District (RTD)**: Existing transit network system map within and near the CSA, including bus, light rail, and commuter rail services.

The Existing Conditions section describes relevant existing demographic, community, and economic characteristics within the CSA. Several characteristics are also presented for the broader metropolitan area to provide context for conditions in the CSA. Collectively, the presentation of these conditions forms the human context for which the project's effects are evaluated.

The Environmental Consequences section presents both adverse and beneficial impacts, with findings generally described for the CSA rather than by specific project sections, given the broad and community-based nature of socioeconomic effects. Impacts to social, economic, and community resources were informed by the findings in the impact analyses of other resources and analyzed through the review of project design files and descriptions of proposed project elements.

## 3.2 Right-of-Way

Existing ROW and potential property impacts were evaluated by comparing the Proposed Action's proposed ROW, easement, and construction limits with surveyed ROW and parcel boundaries from Adams County parcel data. Property ownership information was obtained

from Adams County Assessor records. Impacts were estimated using 30 percent design plans and are subject to change during final design.

Partial acquisitions were reviewed to determine whether the remaining property would retain its functionality and economic viability, and whether the acquisition or any associated easement would change access or operations at the property. The analysis also considered whether any residential or business relocations would be required.

# 4.0 Existing Conditions

This section of I-25 travels through Adams County and is a vital transportation corridor for both regional travelers and the local communities of unincorporated Adams County, Northglenn, and Thornton. These communities have articulated their visions in their comprehensive plans. This section describes relevant existing social and economic characteristics such as:

- land use and zoning in the CSA;
- demographic and socioeconomic characteristics of surrounding jurisdictions;
- community resources and public services in the CSA; and
- mobility in the CSA including traffic on the I-25 segment.

Additionally, information gathered through public involvement activities is a key source for understanding local context and concerns. Community members have participated in public involvement activities. Public feedback has been consistent with the potential impacts considered in this analysis, and generally feedback has indicated support for advancing the project.

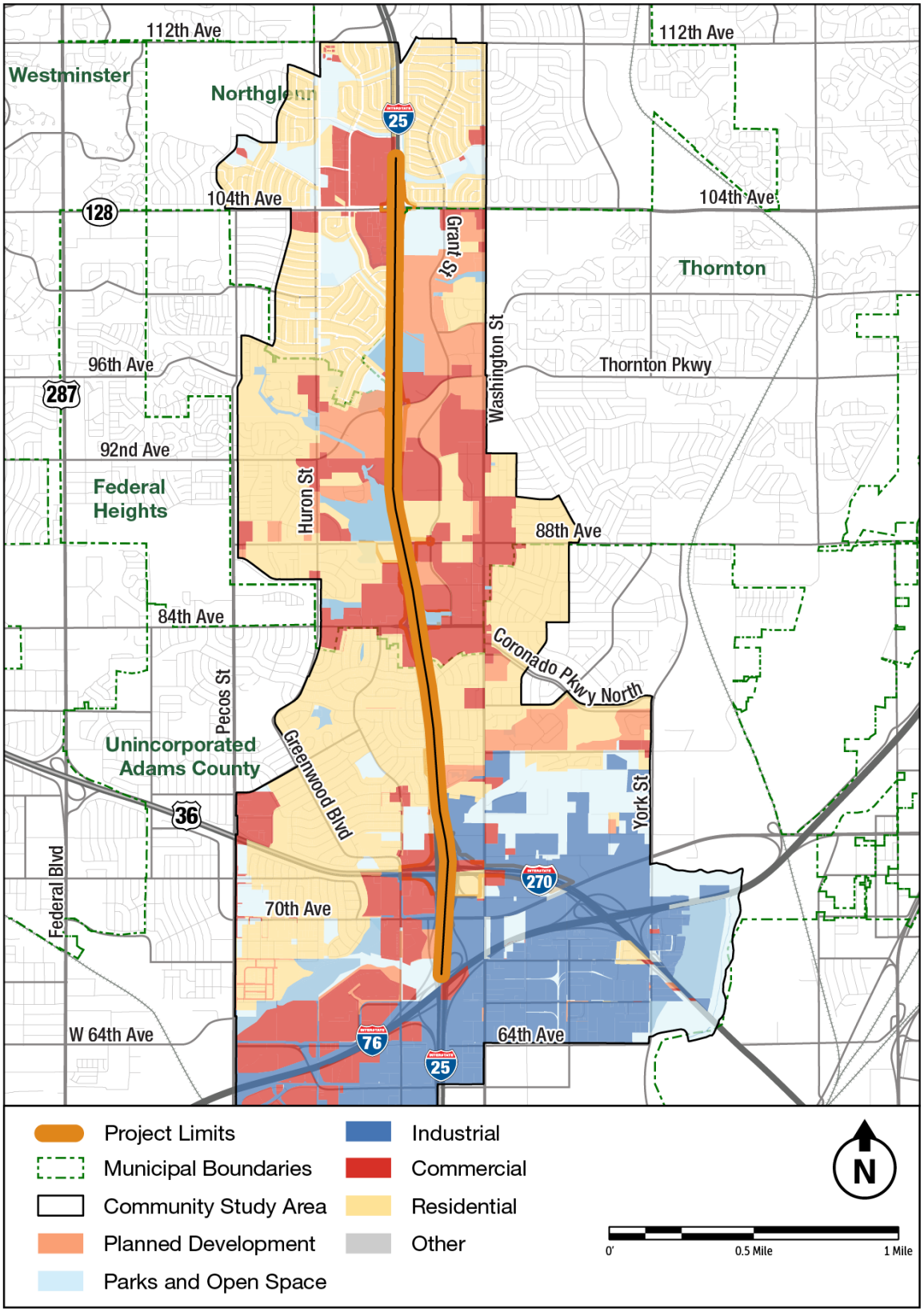
## 4.1 Land Uses and Zoning

The CSA encompasses a mix of residential, commercial, and industrial land uses, reflecting ongoing suburban and urban development (see **Figure 3**). Within the cities of Thornton and Northglenn, land uses are reflective of suburban communities and consist largely of residential areas. Residential zones are primarily composed of single-family homes and multi-family units, with medium-density developments concentrated on either side of I-25 (Adams County, 2022b). Commercial activity is focused along major corridors, such as 104th Avenue, where retail centers, restaurants, and offices serve both local and regional markets. Industrial uses are concentrated in the southern portion of the CSA, within Thornton and unincorporated Adams County.

Current zoning aligns with existing land uses in most cases. In some zoning districts, land uses are permitted by right, while in others, they require a conditional use or special use permit. Additionally, several areas are designated as Planned Unit Developments (PUDs), where many uses and regulations are subject to negotiation. As a result, there is often no direct correlation between the zoning district and the current land use in these areas.

Future land use planning in the area is focused on managing growth while preserving community character and enhancing economic development. According to the Northglenn Comprehensive Plan, the city is nearly built out, with less than 10 acres of developable land, presenting unique challenges in accommodating future growth (City of Northglenn, 2023). To address this, Northglenn emphasizes the importance of maximizing existing land through redevelopment and adaptive reuse (City of Northglenn, 2023). The city emphasizes that future development must adapt to meet the needs of its growing population while aligning with residents' values and maintaining the suburban character of the areas.

**Figure 3. Current and Future Land Use**




Adams County 2022, DRCOG 2024, City of Northglenn 2018b, City of Thornton 2024

## 4.2 Demographic and Socioeconomic Characteristics

The population of the Denver-Aurora-Centennial Metro Area[1] has experienced substantial growth over the past decade (**Table 1**). During this period, Adams County has grown at a faster average annual growth rate than the metro area. Among the cities within the CSA, Northglenn's population increased gradually over time. In contrast, Thornton saw population growth over the past decade but has since leveled off in the most recent years. As of 2022, the population within the CSA was 46,841 (U.S. Census Bureau, 2022c), with the most populous areas within Thornton. **Figure 4** shows the 2020 population of blocks within the CSA (U.S. Census Bureau, 2022b).

**Table 1. Population Trends for Cities within the CSA**

| Municipality | 2010 Population | 2022 Population | 2010-2022 Average Annual Population Growth Rate | 2010-2022 Population Growth |
|---|---|---|---|---|
| Thornton | 112,374 | 141,799 | 2.18% | 29,425 |
| Northglenn | 35,127 | 37,948 | 0.67% | 2,821 |
| Adams County | 425,330 | 520,149 | 1.86% | 94,819 |
| Denver-Aurora-Centennial Metro Area | 2,464,415 | 2,959,386 | 1.67% | 494,971 |

U.S. Census Bureau, 2006-2010, 2018-2022 American Community Survey 5-Year Estimates

**Table 2** presents the existing (2022) population and projected (2050) population for Adams County, the City and County of Denver, and the state of Colorado. Statewide population estimates are provided for context and comparison. Data from DOLA indicates that Adams County's population is projected to increase by 49.97 percent between 2022 and 2050. This is substantially higher than what is expected in Colorado (29.81 percent) and the City and County of Denver (19.29 percent) during the same period.

**Table 2. Projected Regional and State Population Growth**

| Municipality or State | 2022 Population | 2050 Projected Population | Projected Population Growth 2022 - 2050 |
|---|---|---|---|
| Adams County | 520,149 | 780,081 | 49.97% |
| City and County of Denver | 710,800 | 847,915 | 19.29% |
| State of Colorado | 5,770,790 | 7,491,888 | 29.81% |

DOLA, 2023; U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

[1] The Denver-Aurora-Centennial metro area consists of Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Elbert, Gilpin, Jefferson, and Park counties. The U.S. Office of Management and Budget (OMB) delineates these areas according to published standards that are applied to Census Bureau data. The general concept of the areas is that of a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core.

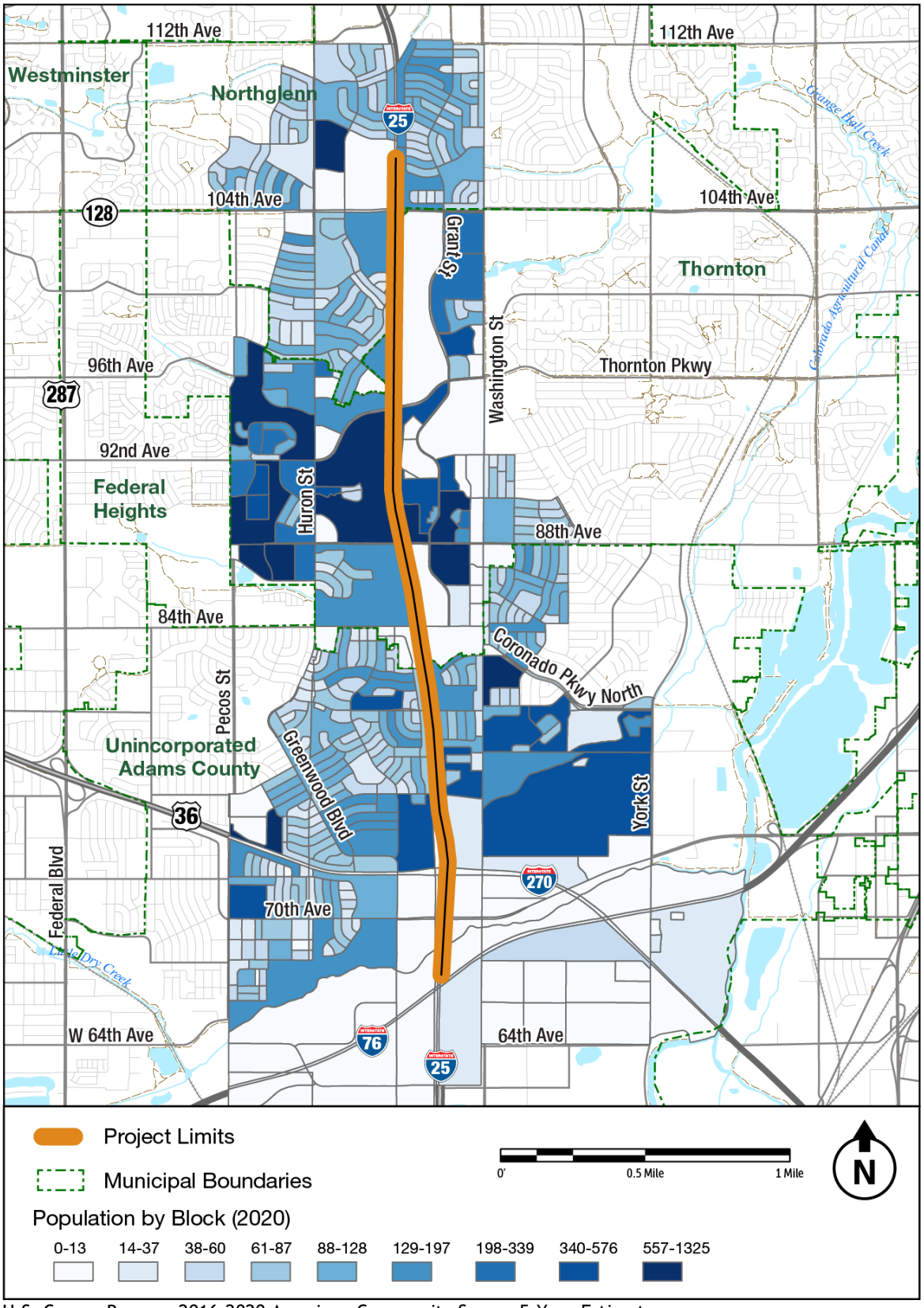
The household growth rate in Thornton exceeded both Northglenn and Adams County as a whole. **Table 3** shows the number and growth of households within the CSA.

**Table 3. Household Trends for Cities within the CSA**

| Municipality | 2010 # of Households | 2022 # of Households | 2010-2022 Average Annual Households Growth Rate | 2010-2022 Households Growth |
|---|---|---|---|---|
| Thornton | 38,574 | 48,466 | 2.14% | 9,892 |
| Northglenn | 12,629 | 14,239 | 1.06% | 1,610 |
| Adams County | 147,951 | 181,211 | 1.87% | 33,260 |
| Denver Metropolitan Area | 978,799 | 1,180,016 | 1.71% | 201,217 |

U.S. Census Bureau, 2006-2010, 2018-2022 American Community Survey 5-Year Estimates

**Figure 4. CSA Population by Census Block**




U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

**Table 4** shows median household incomes and growth for the two cities in the CSA and for Adams County and the Denver-Aurora-Centennial Metro Area. Median household incomes have risen in all jurisdictions and within the metropolitan area over the past decade.

**Table 4. Median Household Income Trends for Cities within the CSA**

| Municipality | 2010 Median Household Income | 2022 Median Household Income | 2010-2022 Average Annual Median Household Income Growth Rate | 2010-2022 Median Household Income Growth |
|---|---|---|---|---|
| Thornton | $65,578 | $95,064 | 3.75% | $29,486 |
| Northglenn | $52,093 | $77,797 | 4.11% | $25,704 |
| Adams County | $54,666 | $86,297 | 4.82% | $31,631 |
| Denver Metropolitan Statistical Area | $60,137 | $96,920 | 5.10% | $36,783 |

U.S. Census Bureau, 2006-2010, 2018-2022 American Community Survey 5-Year Estimates

The CSA has a high population of children under five years old dispersed throughout the CSA. Portions within the central section of the CSA rank in the 95th-100th percentile statewide. Additionally, the data highlights a concentration of individuals over 65 in the southern portion of the CSA, particularly in unincorporated Adams County.

Linguistically isolated households are generally limited across the CSA, with most block groups reporting rates below 10 percent and many reporting 0 percent. However, one block group (Tract 93.23, Block Group 4) stands out, with 38.3 percent of households identified as linguistically isolated. A smaller cluster of block groups show modest levels of linguistic isolation, including Tract 90.04, Block Group 2 (13.2%), Tract 92.03, Block Group 2 (12.2%), Tract 92.03, Block Group 3 (11.2%), and Tract 90.03, Block Group 1 (11.6%). Overall, while linguistic isolation is not widespread throughout the CSA, it is notably concentrated in select areas.

**Table 5** shows employment by sector for Adams County. Overall, Adams County gained more than 67,000 jobs between 2010 and 2022. In 2022, there were an estimated 275,700 jobs in Adams County. The largest employment increases were in the Health Care and Social Assistance and Educational Services sectors. Employment generally increased in all sectors, though employment in the Wholesale trade and Information sectors declined during this time.

**Table 5. Adams County Employment Trends**

| Employment Type | 2010 | 2022 | 2010-2022 Average Annual Growth Rate | 2010-2022 Growth |
|---|---|---|---|---|
| Civilian employed population 16 years and over | 208,524 | 275,757 | 2.36% | 67,233 |
| Agriculture, forestry, fishing and hunting, and mining | 2,253 | 4,742 | 6.40% | 2,489 |
| Construction | 24,509 | 32,816 | 2.46% | 8,307 |
| Manufacturing | 18,745 | 22,451 | 1.51% | 3,706 |
| Wholesale trade | 9,517 | 8,597 | -0.84% | -920 |
| Retail trade | 25,054 | 32,957 | 2.31% | 7,903 |
| Transportation and warehousing, and utilities | 15,978 | 22,133 | 2.75% | 6,155 |
| Information | 7,085 | 6,266 | -1.02% | -819 |
| Finance and insurance, and real estate and rental and leasing | 13,212 | 15,508 | 1.34% | 2,296 |
| Professional, scientific, and management, and administrative and waste management services | 23,545 | 31,567 | 2.47% | 8,022 |
| Educational services, and health care and social assistance | 31,226 | 48,211 | 3.69% | 16,985 |
| Arts, entertainment, and recreation, and accommodation and food services | 18,146 | 24,658 | 2.59% | 6,512 |
| Other services, except public administration | 10,123 | 13,564 | 2.47% | 3,441 |
| Public administration | 9,131 | 12,287 | 2.50% | 3,156 |

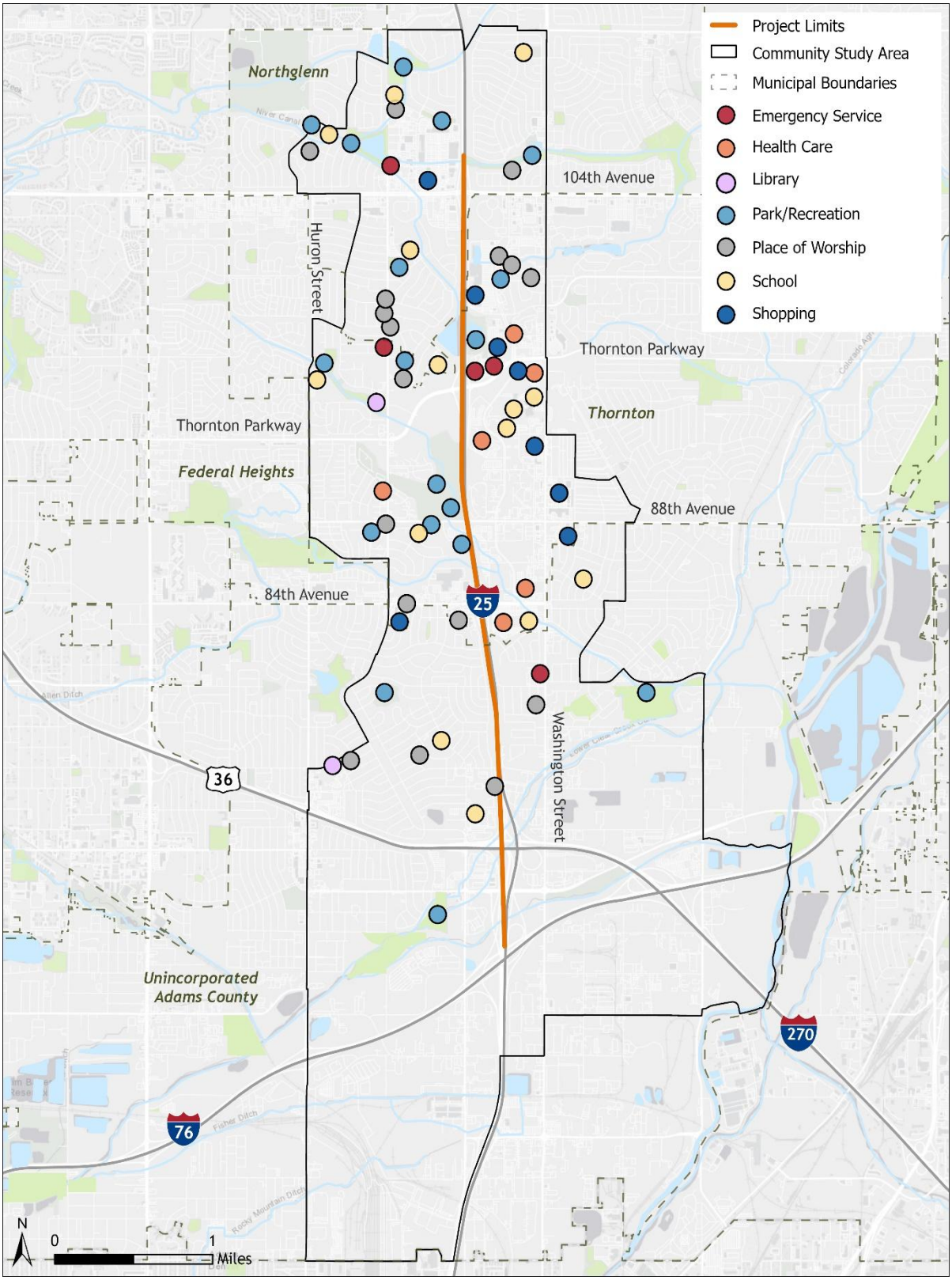
U.S. Census Bureau, 2006-2010, 2018-2022 American Community Survey 5-Year Estimates

## 4.3 Community Resources and Public Services

The CSA includes neighborhoods in several jurisdictions including unincorporated Adams County, Northglenn, and Thornton.

This section describes public services and community resources available within the CSA. Public services refer to police and law enforcement, fire protection, and emergency response; schools; and recreation resources. Community resources considered for this inventory includes places of worship, healthcare facilities, and various businesses that provide basic goods and services to the area (see **Figure 5**). A detailed list and map of community resources is provided in **Attachment C**.

**Figure 5. Public Services and Community Resources**




Google Maps, 2024

Most public services and community resources are located north of US 36 and within the cities of Thornton, and Northglenn. The area of unincorporated Adams County within the CSA has limited services and resources, which aligns with the predominantly industrial use of that area of the CSA.

Schools in the CSA include Thornton High School, Vantage Point High School, the International School at Thornton Middle, FutureForward Bollman, Independence Academy, Northglenn High School, Mapleton Public Schools, North Star Elementary School, Westview Elementary School, Adventure Elementary, North Mor Elementary School, Stukey Elementary School, McElwain Elementary School, and STEM Launch School along with several daycares and preschools.

Thornton Police Department, Thornton Fire Department, North Metro Fire Rescue, and Adams County Fire Rescue have facilities located within the CSA.

Two Adams County public libraries and one post office are located in the CSA. The CSA is home to over 20 places of worship.

Healthcare services are provided by North Suburban Medical Center, two Concentra Urgent Cares, NextCare Urgent Care, Vibra Hospital of Denver, and Genoa Healthcare.

The CSA contains many parks such as Civic Center Park, Croke Reservoir Number 12, North Creek Community Park, Niver Creek Open Space Trail, Niver Creek Tributary Trail, Northstar Park, McAllister Park, Twin Lakes Park, Norse Glenn Park, Grant Park, Eleanor M Wyatt Centennial Park, Charles C. Winburn Park, Danahy, Rotary Park, Pecos Park, Sky Park, Skyview Park, Rotella Park, and Loma Linda Park. Additional large recreational facilities include the 5-Star Stadium and Pinnacle Athletic Complex. Several bicycle and pedestrian trails and sidewalks are present in the I-25 corridor. The Niver Creek Trail is a key bike facility that crosses I-25 just south of 88th Avenue. A bicycle lane is also located on 88th Avenue. The trail and bicycle lane enhance neighborhood connectivity for cyclists and pedestrians.

Grocery shopping is accessible to residents living in the CSA, including chain stores such as Walmart Supercenter, Walmart Neighborhood, and Sam's Club. Many small to medium shopping centers serve neighborhoods in the area such as Sunrise Village Shops, whose tenants include restaurants, retail stores, a pharmacy, and Mi Pueblo Market, a grocery store providing specialty items from Latinx countries. Pinnacle at Horizon Shopping Mall provides a wide range of services from shopping to recreation to medical services. The North Valley Tech Center is home to many businesses, educational resources, and emergency medical services. The Northglenn Marketplace is a major retail center with various restaurants and shopping options, including small locally owned businesses on the west side of the shopping center, some of which have a Vietnamese influence. Huron Plaza provides food, shopping, and recreation resources.

For a detailed list of public services and community resources, please refer to **Attachment C**.

## 4.4 Mobility and Traffic Operations

### 4.4.1 Community Transportation Plans

The **Advancing Adams Transportation Master Plan** (Adams County, 2022a) identifies several regional strategic road corridors within the county that provide opportunities to support regional connectivity and growth, including Washington Street within the CSA. Identified challenges for the Washington Street corridor include high speeds, high freight volume, sidewalk gaps, infrequent pedestrian crossings, and multiple land uses. Additional pedestrian and bicycle facilities, transit, and better transitions/connections are opportunities to improve mobility in the Washington Street corridor.

Thornton's **Transportation and Mobility Master Plan** (TMMP) is the city's long-range transportation plan (City of Thornton, 2022). The TMMP identifies I-25 through the City as a regional arterial in the CSA. Washington Street is a major north-south arterial, while 104th Avenue, Thornton Parkway (west of Downing Street), 88th Avenue (east of Washington), and 84th Avenue are classified as major east-west arterials. The portion of 88th Avenue west of Washington Street is considered a minor arterial.

The intersection of Washington Street and 88th Avenue and streets in the surrounding commercial area had the highest concentration of crashes involving pedestrians and bikes in the City of Thornton between 2015 and 2019 (City of Thornton, 2022). Accidents involving pedestrians and bikes were also concentrated along Thornton Parkway and 104th Avenue. The TMMP provides a prioritized list of recommended roadway and bicycle infrastructure projects. Several of the highest priority projects are within the CSA such as widening Thornton Parkway between I-25 and Washington Street; converting Grant Street between 84th Avenue and Thornton Parkway from a 4-lane to a 2-lane road with a buffered or protected bike lane; and adding protected bike lanes on 88th Avenue and on streets near 88th Avenue.

**Connect Northglenn** is the city's long-range pedestrian and bicycle master plan (City of Northglenn, 2018a). This document reports a high concentration of pedestrian and bicycle accidents along 104th Avenue within the CSA. Several of the plan's highest priority projects would improve walking and biking conditions in this area.

### 4.4.2 Transit Service

RTD provides bus services within the CSA. The RTD 120X route operates on I-25 within the project limits, offering crucial connections for commuters. This route stops once in the CSA at the Thornton Park-n-Ride located on the east and west side of I-25 just south of 88th Avenue. Almost 80 percent of online public survey respondents (see Public Input section below) view transit improvements on I-25 as a moderate or high priority, and almost 50 percent prioritize improvements to the RTD Thornton Park-n-Ride to make it easier for buses to enter and exit the station.

Other RTD bus lines in the CSA include the 7, 8, 72, 92, 93L, 104L, 122X, FF, LD, RX routes. These routes provide access from the CSA to areas throughout the Denver metropolitan area,

such as downtown Denver, Boulder, and surrounding suburbs. The routes extend northward as far as the Wagon Road Park-n-Ride, with southbound connections reaching into Denver's central business district. These services offer regular, express, and limited-stop options.

RTD does not provide light rail services within the CSA; however, the RTD N line runs north-south several miles to the east of the CSA from Eastlake to downtown Denver.

### 4.4.3 Public Input

The project administered an online public survey in autumn 2024 and 372 responses were received. Eighty percent of respondents identified improving traffic flow and safety on I-25 as a high or the highest priority for the project. Respondent comments highlighted issues with the merging of three major roadways (US 36, Interstate 270, and Interstate 76) merging with I-25 at the same point; merging of southbound vehicles entering from 84th and then quickly moving across three lanes in order to access Interstate 270 (I-270); and the high frequency of accidents on I-25 around 84th Avenue. Respondents also commented about congestion at the on and off ramps for 84th Avenue.

Approximately 70 percent of public survey respondents indicated they use the Express Lanes on this segment of I-25. Of the Express Lane users responding to the survey, between 41 percent and 46 percent said they exit north of 104th Avenue, at 104th Avenue, and/or at Thornton Parkway, while 22 percent to 25 percent exit at US 36 and/or 84th Avenue. About 30 percent of the respondents indicated they did not use the Express Lanes; some expressed concern about the cost and effectiveness of Express Lanes.

Around 25 percent of survey respondents said they cross I-25 within the CSA by foot or bicycle. Of those respondents crossing I-25, 44 percent cross by foot or bike at Thornton Parkway bridge; 25 percent cross at the 104th Avenue bridge; 22 percent cross at the 88th Avenue bridge; 18 percent cross at the 84th Avenue bridge; and 12 percent cross on the Niver Creek Trail. When asked about priorities for transportation improvements in the project limits, almost 40 percent of respondents identified sidewalks and bike lanes on the 88th Avenue bridge over I-25 as a moderate or high priority. The remainder of respondents cross at other locations, or did not respond.

A second public survey was conducted in conjunction with Public Meeting 2 to solicit feedback on more refined project elements. 172 responses were received by the end of the year 2025. Respondents were asked to indicate their level of support for specific components of the Proposed Action as well as to provide open-ended comments.

Responses to Survey #2 indicated strong support for roadway improvements on I-25, with approximately 78 percent of respondents indicating they either strongly support or support the proposed roadway changes. Many respondents cited congestion relief, improved safety, and better traffic operations as primary benefits of the project. These findings are consistent with feedback from earlier outreach efforts, which emphasized the need to address operational and safety deficiencies along this segment of I-25.

Feedback related to transit improvements and walking, biking, and rolling facilities was more varied. Approximately 50 percent of respondents indicated they either strongly support or support the proposed transit-related improvements, while the remaining respondents expressed neutral or opposing views. Comments reflected interest in improved transit reliability and access, as well as concerns related to transit efficiency, access, and operational changes at the Thornton Park-n-Ride. Responses regarding pedestrian and bicycle improvements showed more moderate support, with approximately 55 percent of respondents indicating support and an additional 33 percent expressing neutral views. These responses suggest that while pedestrian and bicycle improvements are generally viewed positively, they are not the primary concern for many respondents. Open-ended comments also raised considerations related to construction impacts, access changes, and implementation details. Overall, Survey #2 results indicate broad support for improving traffic flow and safety on I-25, with more nuanced perspectives on transit-, pedestrian-, and bicycle-oriented components of the project.

The Traffic and Safety Technical Report provides additional information on transportation and traffic conditions within the CSA (CDOT, 2026).

## 4.5 Right-of-Way

The CDOT ROW along I-25 within the project area ranges from approximately 200 to 400 feet wide, with wider ROW areas occurring at interchanges. Properties adjacent to roadways in the project area are in both public (e.g., City of Thornton) and private ownership.

# 5.0 Environmental Consequences

## 5.1 No Action Alternative

The No Action Alternative assumes continued operation of the corridor in its current configuration including regular and emergency maintenance. Narrow shoulders on this segment of I-25 make speed enforcement dangerous, increase the risk of secondary crashes, and impede access for first responders. Existing operational and safety deficiencies would persist and are projected to worsen with increasing traffic volumes over time. This would likely worsen travel time reliability and make it increasingly difficult for both residents and commuters to access important social, economic, and community resources along and across I-25. CDOT would not construct any new transportation infrastructure in the study area and would not need to acquire any additional property.

## 5.2 Proposed Action

Proposed design elements are expected to improve socioeconomic conditions by reducing congestion and addressing safety concerns on I-25 and at the Thornton Park-n-Ride. Potential impacts to communities in the CSA would be both beneficial and adverse and generally minimal. This section discloses potential impacts specific to community character and cohesion, safety, property acquisitions, and mobility and traffic. Temporary impacts to socioeconomic resources during the construction period are discussed in **Section 5.3**.

### 5.2.1 Community Character and Cohesion

Community impacts are described in terms of changes to community cohesion; impacts to community facilities, services, and businesses; and changes to quality of life.

While several project elements aim to enhance connectivity, mobility, and quality of life for neighborhoods in the CSA, community character and cohesion is expected to remain generally unaffected by the proposed improvements. The project would not isolate or divide any neighborhoods in the CSA. The project would also not meaningfully change the visual character along the I-25 corridor or conflict with existing land use.

The removal of the slip ramps south of 88th Avenue would impact RTD's Route 120X by eliminating its ability to access the Thornton Park-n-Ride directly from I-25. While this change would alter existing transit operations, discussed in more detail in **Section 5.2.4** of this report, it would enhance the recreational experience for Niver Creek Trail users by eliminating the bus lane crossings at the trail. This change would improve access for trail users, including residents of the CSA.

The project would also result in minor, localized changes to community character due to the construction, demolition, and relocation of noise walls along the I-25 corridor. One new noise wall would be constructed between southbound I-25 and the Mapleton School complex, east of 7480 Broadway, providing additional noise attenuation for the school and nearby

community facilities. Two existing noise walls located east of northbound I-25 would be partially or fully demolished and reconstructed to accommodate roadway widening. One existing noise wall, extending south of Grant Street to north of Grant Way, would be partially demolished and rebuilt between approximately 4 and 13 feet east of its existing location, shifting the wall closer to nearby residences along Grant Way. Another existing noise wall, extending north of East 88th Avenue to 101 East 88th Avenue, would be fully demolished and reconstructed approximately 15 feet west of its existing location south of 101 East 88th Avenue and extended an additional 75 feet north. While relocating these walls would slightly alter their proximity to adjacent residences and temporarily affect views during construction, the rebuilt walls would continue to function as noise barriers and would not physically divide neighborhoods or restrict access between community areas. Overall, noise wall modifications are expected to result in minor visual and spatial changes but would not substantially affect neighborhood cohesion within the CSA.

### 5.2.2 Safety

The Proposed Action is intended to improve safety throughout the corridor by addressing high-risk areas, mitigating congestion-related hazards, and accommodating emergency needs. First responders are expected to benefit from widening of inside and outside shoulders to a standard 10-foot width, and a minimum 7-foot width in restricted locations. This improvement would enable quicker and safer emergency response. In addition, consistent standard shoulder widths in the corridor would allow disabled vehicles to safely pull out of the travel lanes decreasing the risk of secondary crashes.

Pedestrian and bicycle safety would see notable improvements at 88th Avenue, where enhanced facilities on the bridge would provide safer and more accessible crossings. Additionally, removal of the slip ramps at the Thornton Park-n-Ride would eliminate pedestrian and bicycle conflicts at the current Niver Creek Trail crossing of the bus lanes, further reducing the risk of accidents.

For vehicular traffic, the addition of a fourth southbound general-purpose lane, northbound climbing lane from the I-76 entrance ramp to 104th Avenue, continuous northbound auxiliary lane between I-270 and 84th Avenue, and the continuous auxiliary lanes in both directions between the 84th Avenue and Thornton Parkway interchanges would reduce congestion, helping to prevent rear-end collisions, sudden braking, and potential sideswipes. The removal of the bus slip ramps at the Thornton Park-n-Ride would eliminate bus weaving between Express Lanes and slip ramps, improving vehicular safety on I-25.

Collectively, these changes create a safer corridor for all users by addressing critical safety issues, reducing congestion-related risks, and supporting effective emergency operations.

### 5.2.3 Mobility and Traffic

Impacts to mobility are evaluated in terms of changes in travel patterns and accessibility through the I-25 corridor and within the surrounding communities.

In general, this project is expected to result in mobility improvements for those living in the CSA. By improving traffic operations and safety, the project would reduce interchange congestion, making it easier for residents to enter and exit I-25. Improved traffic flow would also likely reduce travel times for CSA residents who access jobs, schools, and amenities in the region using I-25.

The proposed continuous auxiliary lanes in the northbound and southbound directions between 84th Avenue and Thornton Parkway would allow vehicles entering and exiting I-25 to merge more gradually and reduce congestion in the through lanes. In addition, the proposed northbound auxiliary lane between the I-270 entrance ramp and 84th Avenue would improve merging operations for vehicles entering from I-270 in this segment of the corridor that experiences frequent congestion. A northbound climbing lane extending from the I-76 entrance ramp to 104th Avenue would further improve traffic operations by reducing speed differentials associated with heavy vehicles and improving overall traffic flow in the northbound direction.

The project would also add a fourth southbound general-purpose lane, increasing mainline capacity in the southbound direction and improving traffic flow during peak travel periods. This additional lane would reduce bottlenecks, improve operational flexibility, and help accommodate projected traffic volumes, particularly during the morning peak when southbound demand is highest. Together, the added general-purpose lane, auxiliary lanes, and climbing lane improvements are expected to improve corridor-wide mobility and travel time reliability while maintaining existing access patterns for surrounding communities.

In addition to reducing congestion, these improvements would improve travel time reliability by reducing stop-and-go conditions and recurring bottlenecks, particularly during peak periods.

The removal of the slip ramps south of 88th Avenue would affect RTD's Route 120X by eliminating its ability to directly access the Thornton Park-n-Ride from I-25. As a result, RTD may choose to remove the Thornton Park-n-Ride stop from Route 120X, which would affect local residents and transit users by requiring them to seek alternative transit routes. Transit users who currently rely on Route 120X for direct access to this facility could transfer to other services, such as Routes 92 or 93L, which connect the Thornton Park-n-Ride's eastern facility to the N Line light rail at the 88th Avenue Station and the Thornton Crossroads and 104th Avenue Station, respectively. Based on existing transit routes, these alternatives would generally be less direct and could increase travel time and transfers, resulting in inconvenience for affected riders. Alternatively, RTD could elect to maintain Route 120X service to the Thornton Park-n-Ride by rerouting buses onto local roadways; however, this option would also increase travel time and potentially reduce the efficiency and reliability of the route. CDOT is coordinating with RTD on evaluating bus services at the Thornton Park-n-Ride.

Pedestrian and bicycle mobility within the surrounding communities would largely remain unchanged, with a few exceptions. The proposed replacement of the 88th Avenue bridge with

a new, wider bridge would enable the City of Thornton to implement plans for expanded sidewalks and bicycle lanes across I-25. Current bicycle and pedestrian connectivity would also be upgraded by eliminating bus lane crossings of the Niver Creek Trail at the Thornton Park-n-Ride. These enhancements would create safer conditions for cyclists and pedestrians and enhance community connectivity.

Traffic modeling indicates that the Proposed Action would improve mainline operations and reduce peak-period congestion across the entire I-25 corridor between US 36 and 104th Avenue compared to the No Action Alternative, with the greatest benefits occurring during peak travel periods (CDOT, 2026).

The purpose of the project is to improve I-25 between US 36 and 104th Avenue to address traffic and transit operations, and safety concerns. Therefore, the key elements of the Proposed Action are designed to meet this need. I-25 users, whether they live in the CSA or not, would benefit from reduced congestion and a safer roadway.

### 5.2.4 Right-of-Way

Right-of-way (ROW) impacts were estimated based on the 30% design plans. Final ROW acquisitions will be determined during detailed design and property negotiations.

Total acquisition occurs when a project directly impacts a property to the extent that it can no longer support its intended use, becomes economically infeasible, or experiences substantial disruption to its current use or operations. The Proposed Action would not result in any total acquisitions. Partial acquisition occurs when only a portion of a property is impacted, and the remaining portion retains its functionality and economic viability. In certain cases, properties may still be classified as partial acquisitions even if structures are affected, as long as the property as a whole remains usable and financially viable. CDOT anticipates partial acquisition from 23 property owners across 31 separate parcels. Some parcels would have more than one ROW impact type occurring. Acquisitions are summarized in **Table 6**.

Easements convey a right to use a portion of an owner's property but do not transfer ownership and can be either permanent or temporary. Permanent and temporary easements are summarized in **Table 6**, and temporary easements associated with construction are discussed in **Section 5.3**. CDOT anticipates acquiring permanent easements for ongoing maintenance of infrastructure like noise walls or retaining walls.

A loading dock serving the Window World of Denver business located at 480 E 76th Avenue Building 5E would experience permanent operational adjustments as a result of highway widening. Specifically, the loading dock at the southwest corner of the building would be limited to accommodate single-unit trucks up to 30 feet long without angled access and single-unit trucks up to 40 feet long with angled access. The loading dock serving Window World on the south side of the building would experience no permanent changes in operations and would continue to accommodate larger trucks as it does today.

**Table 6** summarizes the preliminary ROW impacts under the Proposed Action.

**Table 6. Total Estimated ROW Impacts**

| Impact Type | Number of Parcels (Thornton-Owned) | Number of Affected Owners | Total Acres Impacted (Thornton-Owned) |
|---|---|---|---|
| Total Acquisition | 0 | 0 | 0.00 |
| Partial Acquisition | 21 (7) | 15 | 9.18 (2.81) |
| Permanent Easement | 11 (1) | 9 | 0.81 (0.07) |
| Temporary Easement | 16 (3) | 16 | 5.56 (0.28) |
| Utility Easement | 3 (0) | 2 | 0.48 (0) |
| Slope Easement | 1 (1) | 1 | 0.36 (0.36) |
| **Totals** | **31 (8)** | **23** | **16.39 (3.52)** |

Efforts would continue to minimize and avoid impacts wherever possible during final design and construction. Public outreach will continue from NEPA through construction to ensure nearby residents are informed about the project. CDOT will provide materials in the primary languages of Limited English Proficiency (LEP) groups and offer translation services as needed.

**Table 7** lists the detailed ROW impacts under the Proposed Action. ROW ID # is the identifier for the particular ROW action. Note that due to rounding, the total values in the bottom row of the table may not equal the sum of each column.

**Table 7. Estimated ROW Impacts Detail**

| ROW ID # | Parcel ID # | Owner | Permanent ROW Acquisition Impact Area (acre) | Permanent Easement / Utility Easement / Slope Easement Impact Area (acre) | Temporary Easement Impact Area (acre) |
|---|---|---|---|---|---|
| TE-1 | 171934407017 | Chesrown Chevrolet | | | 0.41 |
| PE-2 | 171934400010 | School District No. 1 | | 0.19 | |
| PE-3 | 171934403011 | Central Latin American District of the Assemblies of God | | 0.03 | |
| PE-4 | 171934402019 | WPC-Corporate LLC | | 0.13 | |
| RW-4 | 171934402019 | WPC-Corporate LLC | 0.21 | | |
| TE-4 | 171934402019 | WPC-Corporate LLC | | | 0.38 |
| PE-5 | 171934402017 | WPC-Corporate LLC | | 0.03 | |
| PE-6 | 171927409001 | Matt Ronald E and Matt Andrea P | | 0.01 | |
| RW-7 | 171927218005 | Spirit SPE Portfolio | 0.09 | | |
| RW-8 | 171927218007 | 321 W 84th Ave LLC | 0.74 | | |
| TE-8 | 171927218007 | 321 W 84th Ave LLC | | | 0.12 |
| UE-8 | 171927218007 | 321 W 84th Ave LLC | | 0.17 | |
| PE-9 | 171927111012 | Thornton Development Authority | | 0.07 | |
| RW-9 | 171927111012 | Thornton Development Authority | 0.70 | | |
| RW-9A | 171927111012 | Thornton Development Authority | 0.04 | | |
| RW-10 | 171927118003 | City of Thornton | 0.33 | | |
| RW-11 | 171927220002 | Pinnacle Charter School | 0.07 | | |
| TE-11 | 171927220002 | Pinnacle Charter School | | | 0.01 |

| ROW ID # | Parcel ID # | Owner | Permanent ROW Acquisition Impact Area (acre) | Permanent Easement / Utility Easement / Slope Easement Impact Area (acre) | Temporary Easement Impact Area (acre) |
|---|---|---|---|---|---|
| UE-11 | 171927220002 | Pinnacle Charter School | | 0.01 | |
| RW-12 | 171927220001 | Pinnacle Charter School | 1.48 | | |
| TE-12 | 171927220001 | Pinnacle Charter School | | | 0.07 |
| UE-12 | 171927220001 | Pinnacle Charter School | | 0.29 | |
| RW-13 | 171922300034 | City of Thornton | 0.98 | | |
| TE-13 | 171922300034 | City of Thornton | | | 0.00 |
| TE-13A | 171922300034 | City of Thornton | | | 0.00 |
| RW-14 | 171922401007 | Thornton Multifamily DST | 0.35 | | |
| TE-14 | 171922401007 | Thornton Multifamily DST | | | 0.14 |
| TE-14A | 171922401007 | Thornton Multifamily DST | | | 0.18 |
| RW-15 | 171922409002 | City of Thornton Development Authority | 0.01 | | |
| SE-15 | 171922409002 | City of Thornton Development Authority | | 0.36 | |
| TE-15 | 171922409002 | City of Thornton Development Authority | | | 0.00 |
| TE-16 | 171922409001 | Thornton Development Authority | | | 0.28 |
| PE-17 | 171922300035 | Brittany Place Metropolitan District | | 0.11 | |
| RW-17 | 171922300035 | Brittany Place Metropolitan District | 1.02 | | |
| TE-17 | 171922300035 | Brittany Place Metropolitan District | | | 0.22 |
| RW-18 | 171922200018 | Millenium Center North INC | 0.06 | | |
| TE-18 | 171922200018 | Millenium Center North INC | | | 0.07 |
| RW-18A | 171922200018 | Millenium Center North INC | 0.59 | | |
| RW-19 | 171922200017 | Millenium Center North INC | 0.06 | | |
| RW-20 | 171922200003 | City of Thornton | 0.04 | | |
| RW-20A | 171922200003 | City of Thornton | 0.01 | | |
| RW-21 | 171922200007 | School District No. 12 | 0.02 | | |
| RW-21A | 171922200007 | School District No. 12 | 0.01 | | |
| RW-23 | 171915300004 | City of Thornton | 0.03 | | |
| RW-24 | 171915411006 | City of Thornton | 0.68 | | |
| RW-25 | 171915411009 | Sams Real Estate Business Trust Walmart Inc | 0.07 | | |
| RW-26 | 171915411010 | Wal-mart Real Estate Business Trust | 0.95 | | |
| TE-26 | 171915411010 | Wal-mart Real Estate Business Trust | | | 1.14 |
| RW-27 | 171915105019 | Thornton Town Center LLC | 0.10 | | |
| TE-27 | 171915105019 | Thornton Town Center LLC | | | 0.11 |
| RW-27A | 171915105019 | Thornton Town Center LLC | 0.31 | | |
| TE-27A | 171915105019 | Thornton Town Center LLC | | | 0.29 |

| ROW ID # | Parcel ID # | Owner | Permanent ROW Acquisition Impact Area (acre) | Permanent Easement / Utility Easement / Slope Easement Impact Area (acre) | Temporary Easement Impact Area (acre) |
|---|---|---|---|---|---|
| PE-28 | 171915201033 | Northglenn Greens | | 0.05 | |
| TE-28 | 171915201033 | Northglenn Greens | | | 0.16 |
| RW-29 | 171915105015 | Home Depot USA Inc | 0.25 | | |
| TE-29 | 171915105015 | Home Depot USA Inc | | | 0.72 |
| PE-30 | 171927417004 | T&L Investments LLC | | 0.14 | |
| TE-30 | 171927417004 | T&L Investments LLC | | | 0.76 |
| TE-30A | 171927417004 | T&L Investments LLC | | | 0.18 |
| PE-31 | 171922401006 | Paul & Grewal Inc | | 0.01 | |
| TE-32 | 171915105019 | CR Thornton LLC | | | 0.31 |
| PE-33 | 171915201031 | Northglenn Greens | | 0.04 | |
| **Total** | **N/A** | **N/A** | **9.18** | **1.65** | **5.56** |

A series of figures displaying parcel limits, existing ROW, and proposed ROW actions that correspond to the table above is available in **Attachment B.**

## 5.3 Construction Impacts

### 5.3.1 No Action Alternative

Maintenance improvements on the corridor could temporarily impact area residents and the traveling public through typical construction-related effects (such as dust, noise, increased travel times, and access changes). The No Action Alternative would not support a substantial number of jobs.

### 5.3.2 Proposed Action

Although construction activities for the Proposed Action would not be permanent, they would have the potential to cause adverse effects to communities and businesses in the CSA. The Proposed Action would include temporary construction-related impacts such as local road closures, dust, noise, and visual disruptions.

Construction of the Proposed Action would result in traffic delays, increased emergency response times, and potential detours within and around the construction limits, affecting travel to residences, businesses, and other social and community resources. These impacts would be temporary in duration and will be minimized with mitigation measures (see **Section 6.0**) during construction.

Under the Proposed Action, CDOT anticipates acquiring temporary construction easements from adjacent properties (refer to **Table 6** and **Table 7**). In particular, freight truck operations serving the Window World of Denver business located at 480 E 76th Avenue, Building 5E, would experience operational adjustments at loading docks during construction activities occurring within the proposed temporary easement in that area. Specifically, during construction, the loading bay at the southwest corner of the building's west side would be

limited to box trucks up to 30 feet long, which would need to approach the doorway at a slight angle. Trucks with wheelbases of 50 feet or longer accessing the loading dock on the building's south side would require additional maneuvering and may need to approach at an angle. Large tractor-trailers accessing the other loading bays along the west side would need to circulate around the north side of the building to maintain access.

For all temporary easements, property owners would retain ownership of the construction easement areas, though usage would be temporarily restricted during construction, and construction activities may disturb vegetation or other features within the temporary easements. Mitigation measures will ensure impacted property owners receive timely and relevant information and impacts are temporary.

Several residential properties would be temporarily impacted by the replacement of certain sections of noise walls, resulting in temporary increases in noise and adverse visual impacts. Impacted residential dwellings are located northeast of I-25 and 88th Avenue and between I-25 and Grant Way. Nighttime construction activities in these areas could result in increased nighttime noise levels, both from reconstruction of the noise walls and from increased noise levels at residences due to the temporary lack of a noise wall. CDOT will provide hotel vouchers for residents affected by nighttime construction noise during noise wall replacement and will conduct outreach to owners of impacted properties in advance of construction-impacting activities detailing upcoming schedules and work (see **Section 6.0**).

The economic effects of these temporary disruptions are difficult to estimate; however, based on the evaluation of other projects within or adjacent to the CSA, some economic benefits from construction would also be expected. Construction would generate employment opportunities for local residents. Construction would likely benefit businesses in Adams County if goods and services related to construction activities and construction workers are purchased locally.

# 6.0 Mitigation

Mitigation for permanent and temporary, construction-related impacts is identified in **Table 8** below.

## Table 8. Mitigation Commitments

| Activity Causing Impact | Location of Activity | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Mitigation Implementation |
|---|---|---|---|---|---|
| Lane closures and construction-related travel delays | Within the construction limits | Increase in travel times and detours to reach residences, businesses, and other social and community resources | Contractor will develop and implement a public information plan and will work with local public information officers to disseminate construction information materials. Materials will be distributed in English and the primary languages of Limited English Proficiency groups within the CSA, offering translation services as needed. | Contractor and Public Involvement | Construction |
| Lane closures and construction-related travel delays | Within the construction limits | Increase in travel times and detours to reach residences, businesses, and other social and community resources | CDOT will solicit input from Adams County on the construction traffic control program and avoid construction during peak directional periods. Work requiring lane closures will be conducted at night as much as possible in accordance with CDOT lane closure strategies. | CDOT Engineering | Construction |
| Lane closures and construction-related travel delays | Within the construction limits | Increase in emergency response travel times | CDOT will develop an emergency service provider coordination plan that will include procedures for notifying emergency service providers (Colorado State Patrol, sheriff, police, fire dispatchers, ambulance providers, etc.) of closures or traffic delays and provide a clear path through the construction zone when needed.<br>CDOT will maintain access for emergency vehicles through the construction limits at all times. | CDOT Engineering | Pre-construction; Construction |

| Activity Causing Impact | Location of Activity | Impact | Mitigation Commitment | Responsible Branch | Timing/Phase of Mitigation Implementation |
|---|---|---|---|---|---|
| ROW acquisition | Within the project and construction limits | Acquisition of public and private property | For any person(s) whose real property interests may be impacted by this project, the acquisition of those property interests will comply fully with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970, as amended. The Uniform Act is a federally mandated program that applies to all acquisitions of real property or displacements of persons resulting from federal or federally assisted programs or projects. It was created to provide for and ensure the fair and equitable treatment of all such persons. All impacted owners will be provided notification of the acquiring agency's intent to acquire an interest in their property including a written offer letter of just compensation specifically describing those property interests. A ROW specialist will be assigned to each property owner to assist them with this process. | CDOT ROW | ROW Acquisition |
| Temporary easements for construction | Within the project and construction limits | Property disturbance | Any construction-related disturbance within temporary easements will be restored to original conditions. Trees and structures within the temporary easement will be protected in place. Any damage to trees, other landscaping, or structures will be repaired at no expense to the owner. | CDOT Engineering; Contractor | Construction |
| Noise wall construction, night work, and work in temporary easements | Throughout the construction limits | Temporary increase in noise and adverse visual impacts from I-25 and construction | Conduct outreach to owners of impacted properties in advance of construction-impacting activities detailing upcoming schedules and work. | CDOT Environmental; CDOT Engineering | Construction |
| Highway widening, and work in temporary easements | Commercial buildings east of I-25 between 74th Avenue and 76th Avenue | Large trucks may have more difficulty or be unable to access loading docks during construction. | Prior to construction activities, CDOT shall conduct outreach to business owners to coordinate construction schedules and maintain continuous access to commercial loading docks. | CDOT Environmental; CDOT Engineering | Pre-construction |

# 7.0 Required Permits and Clearance Needs

There are no required permits or clearance needs associated with the Proposed Action for socioeconomic resources.

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Attachment A.

# Project Information

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# Attachment A: Project Information

October 23, 2026 - Version 15

Subaccount number: 25563

## BACKGROUND

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) are proposing transportation improvements to Interstate 25 (I-25) between United States Highway 36 (US 36)/I-270/I-76 interchange and 104th Avenue.

### Project History

CDOT has previously completed an Environmental Impact Statement (EIS), a Planning and Environmental Linkages (PEL) study, a safety audit, previous National Environmental Policy Act (NEPA)-level planning, and supplemental operational and transit and safety analyses that recommended improvements to this segment of I-25.

Some of the previously recommended improvements have been constructed, like the Express Lanes approved in the **North I-25 Record of Decision 1** (ROD1) (FHWA and CDOT, 2011), while others have not yet been implemented. The current Project evaluates proposed transportation improvements that reflect and build upon previous recommendations.

Because the current Project includes elements that were not evaluated and approved in the **North I-25 ROD1**, this Project is undergoing new evaluation under the National Environmental Policy Act.

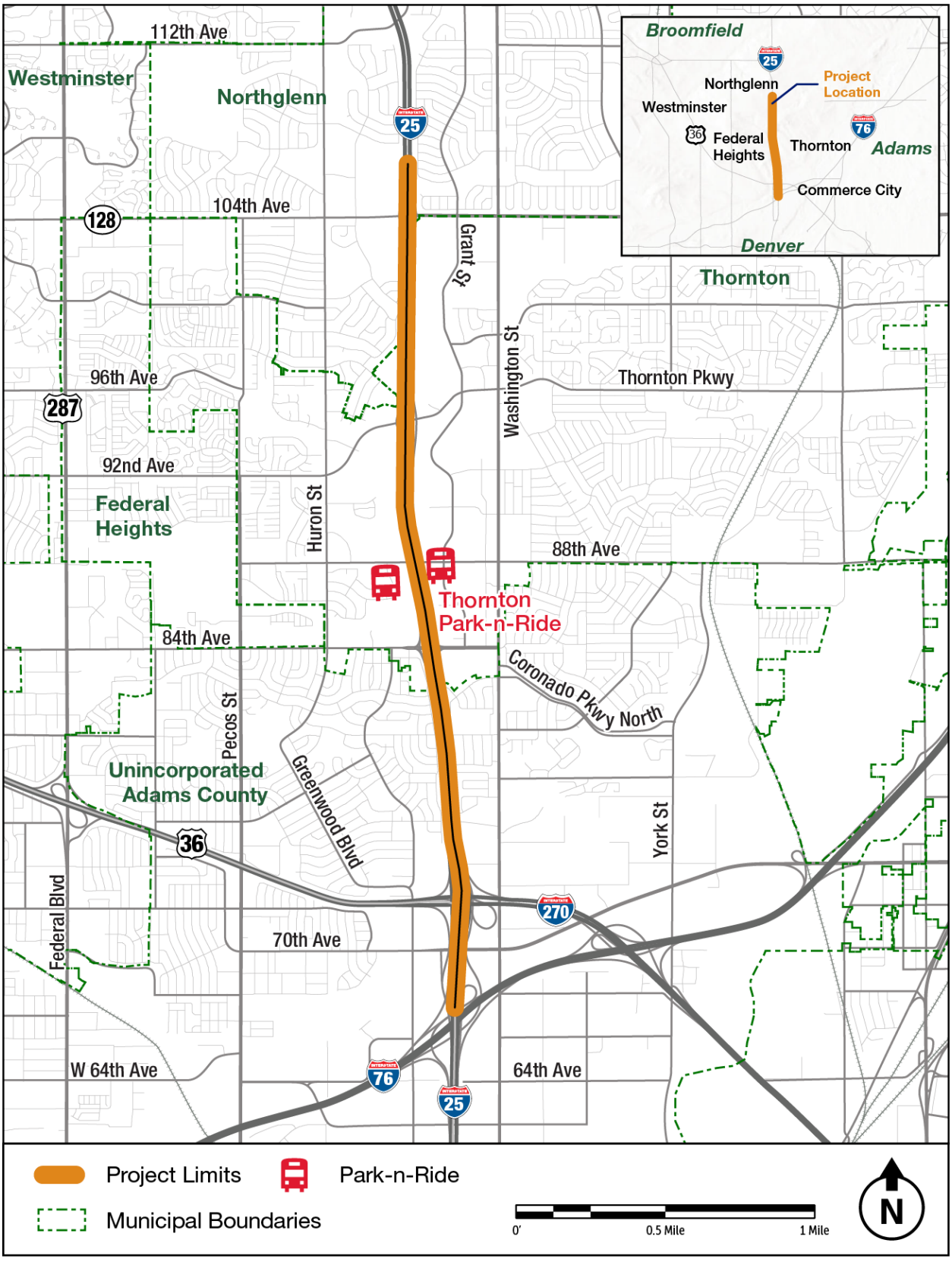
### Study Area

The Project limits, illustrated in **Figure 1**, extend along I-25 from the US 36/I-76/I-270 interchange to 104th Avenue. It includes portions of US 36 and I-270, major arterials crossing I-25, and areas of potential drainage improvements. The study area for the Project varies by resource. Each resource's study area is defined within its corresponding technical report or memorandum.

The interchanges included in the Project limits are:

- I-25/US 36/270/I-76
- I-25/84th Avenue
- I-25/88th Transit Slip Ramps
- I-25/Thornton Parkway
- I-25/104th Avenue

**Figure 1. Project Limits**



# PURPOSE AND NEED

The purpose of the Project is to improve I-25 between US 36 and 104th Avenue to address safety concerns and traffic operations.

The Project is needed to:

- Improve safety
- Improve traffic operations

In addition to addressing Project needs, the Project also has the following goal:

- Minimize environmental and community impacts caused by the Project

# PROPOSED ACTION

The Project would improve approximately five miles of I-25 between US 36 and 104th Avenue. All lanes are 12 feet in width unless otherwise noted. The current cross-section of this segment of I-25 includes:

- Three general-purpose travel lanes in each direction
- One Express Lane in each direction, along the inside shoulder, separated from the adjacent general-purpose lane by a 2-foot buffer
- A southbound auxiliary lane between the 84th Avenue and US 36 interchanges
- A southbound auxiliary lane between the 88th Avenue transit slip ramp and the 84th Avenue interchange
- A northbound auxiliary lane between the 88th Avenue transit slip ramp and Thornton Parkway interchange
- Inside shoulders varying in width between 2 and 12 feet and outside shoulders varying in width between 6 and 12 feet

The Proposed Action on I-25 between US 36 and 104th Avenue, illustrated in **Figure 2**, includes the general-purpose and Express Lanes listed above and adds the following elements to the existing cross-section:

- A new 12-foot wide southbound general-purpose lane from 104th Avenue to south of 84th Avenue (all new lanes will be 12 feet in width)
- A new northbound climbing lane from the I-76 entrance ramp to 104th Avenue
- An expanded buffer of 4 feet between the Express Lane and the adjacent general-purpose lane
- A new continuous auxiliary lane southbound between the 84th Avenue and Thornton Parkway interchanges
- New continuous northbound auxiliary lanes between the interchanges at I-270 and 84th Avenue, 84th Avenue and Thornton Parkway, and Thornton Parkway and 104th Avenue
- Expanded inside and outside shoulders with typical 10-foot widths, and minimum 6.5-foot inside and 7-foot width in restricted locations

In addition to those changes to the cross-section, the Proposed Action would include the following elements:

- Realignment of the combined I-76 and US 36 on-ramp connection
- Expansion of the I-270 exit to northbound I-25 from one to two lanes; I-270 merge with I-25 shifted farther north (See **Figure 3**)
- Removal of bus-only slip ramps along I-25 at the Thornton Park-n-Ride facilities
- Changes to the Park-n-Ride west parking lot including reduction in size and reconstruction of circulation widths, sidewalks, and median areas to accommodate the proposed open channel of Niver Creek
- Changes to the Park-n-Ride east parking lot including reconstruction of bus bays and relocated shelters and amenities
- Replacement of the 88th Avenue bridge over I-25; wider to accommodate improved bicycle and pedestrian facilities and longer to accommodate I-25 widening

- Realignment of the I-25 adjacent existing trail and pedestrian network within the Niver Creek Open Space and its connections to the Thornton Park-n-Ride facilities (see **Figure 4**)
- Replacement of the aging pedestrian and bikeway underpass at the Thornton Park-n-Ride facility
- Removal of Niver Creek from the existing box culvert at the Thornton Park-n-Ride and conversion of the creek into an open channel
- Relocation of the segment of Niver Creek east of I-25, which currently flows south from the Park-n-Ride east parking lot to the creek's intersection with Tributary L, to the west side of I-25
- New water quality treatment features throughout the project area

**Figure 2. Proposed Action**

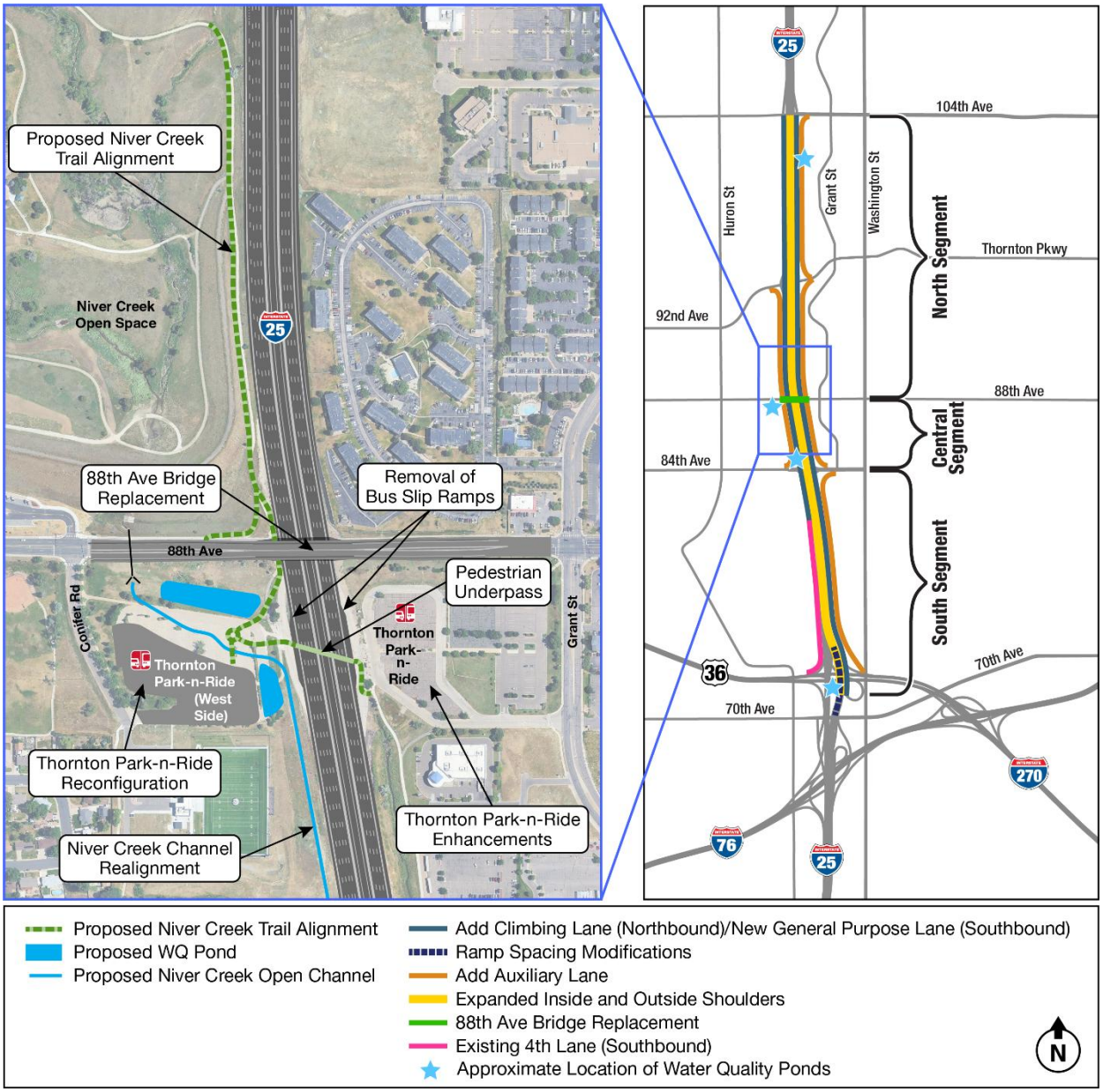


**Figure 3. Proposed Improvements to I-270 Exit to NB I-25**

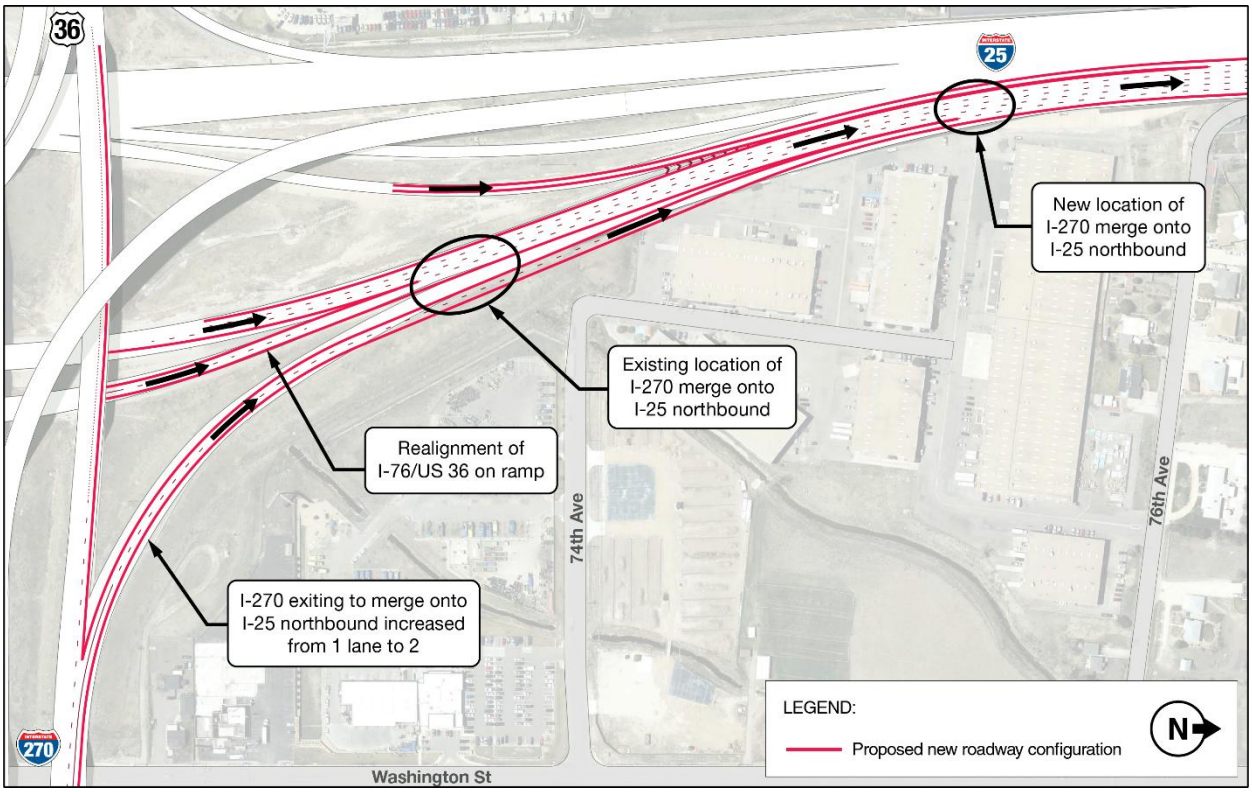
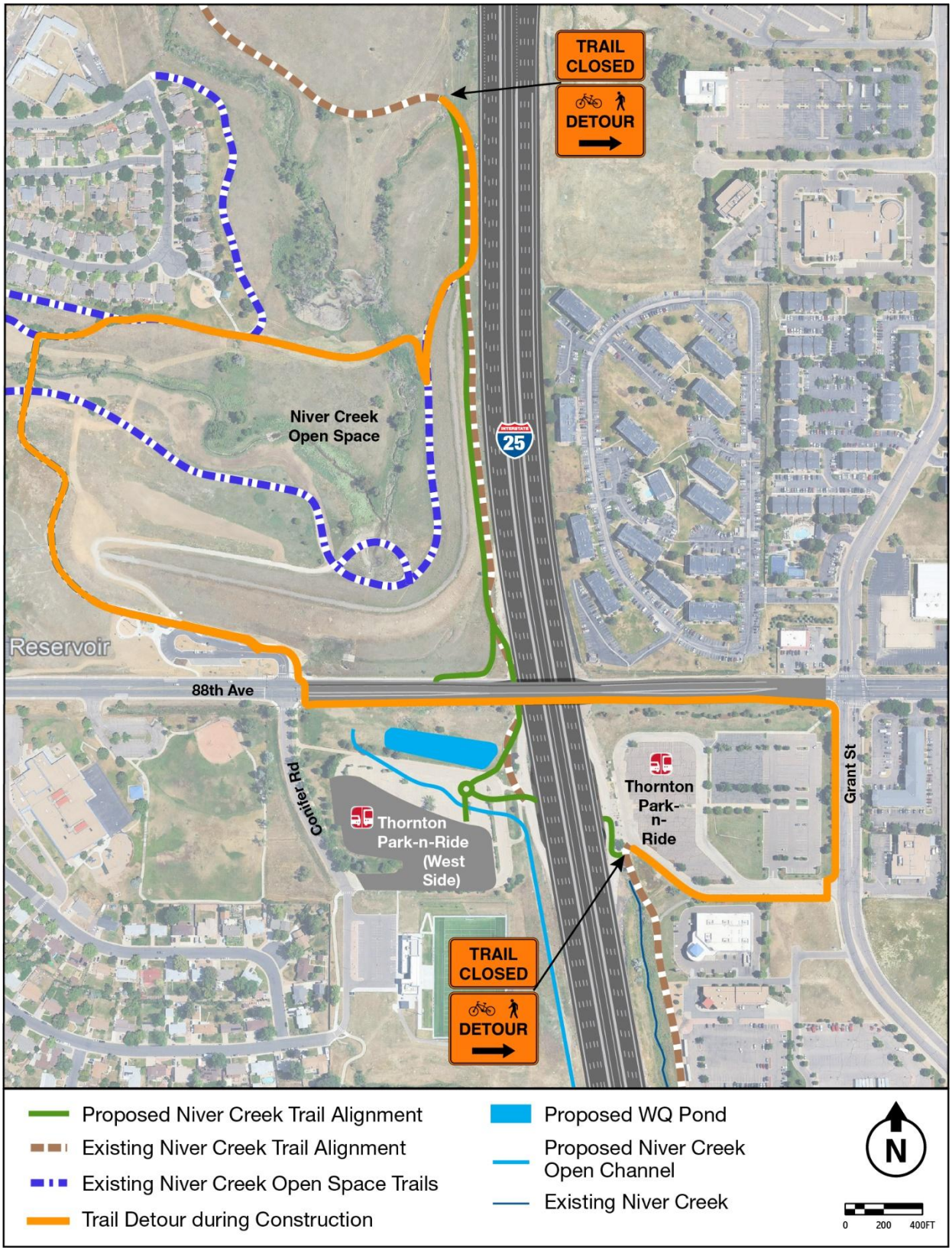


**Figure 4. Proposed Realignment of Niver Creek Trail**



Attachment B.

# Right-of-Way Limits Figures

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Attachment C.

# Public Services and Community Resources (details)

# Attachment C. Public Services and Community Resources (details)

CDOT is dedicated to providing an accessible experience for everyone. While we are continuously improving our standards, some complex items in this document, such as certain figures and images, are difficult to create with fully accessible parameters to all users. If you need help understanding any part of this document, we are here to assist and have resources to provide additional accessibility assistance to any requests. Please email us at CDOT_Accessibility@state.co.us to request an accommodation, and a member of our I-25 Engineering Program will schedule a time to review the content with you. To learn more about accessibility at CDOT, please visit the Accessibility at CDOT webpage on the CDOT Website.

NOTE: This attachment is not able to be included in the Environmental Assessment at this time due to accessibility. If you would like a copy of this attachment or to sit down with a project team member to review this attachment, please contact the project team at I25.US36to104thAvenue@gmail.com or 720-378-8859.




# I-25 US 36 to 104th Avenue Project

Adams County, Colorado

## *Right-of-Way Limits*

## *Page 1 of 11*

Map Extent: Adams County, Colorado

| Date: 10/29/2026 | Author: NGJ |
|---|---|

N

North American Datum 1983
Colorado North
Linear Unit: Foot US

0 360
Feet

- Parcel Limits
- Existing ROW
- Proposed ROW
- Proposed Temporary Easement
- Proposed Permanent Easement

# I-25 US 36 to 104th Avenue Project

Adams County, Colorado

## *Right-of-Way Limits*

## *Page 2 of 11*

Map Extent: Adams County, Colorado

| Date: 10/29/2026 | Author: NGJ |
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# I-25 US 36 to 104th Avenue Project

Adams County, Colorado

## *Right-of-Way Limits*

## *Page 3 of 11*

Map Extent: Adams County, Colorado

| Date: 10/29/2026 | Author: NGJ |
|---|---|

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North American Datum 1983
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# I-25 US 36 to 104th Avenue Project

Adams County, Colorado

## *Right-of-Way Limits*

## *Page 4 of 11*

Map Extent: Adams County, Colorado

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|---|---|




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# I-25 US 36 to 104th Avenue Project

Adams County, Colorado

## *Right-of-Way Limits*

## *Page 5 of 11*

Map Extent: Adams County, Colorado

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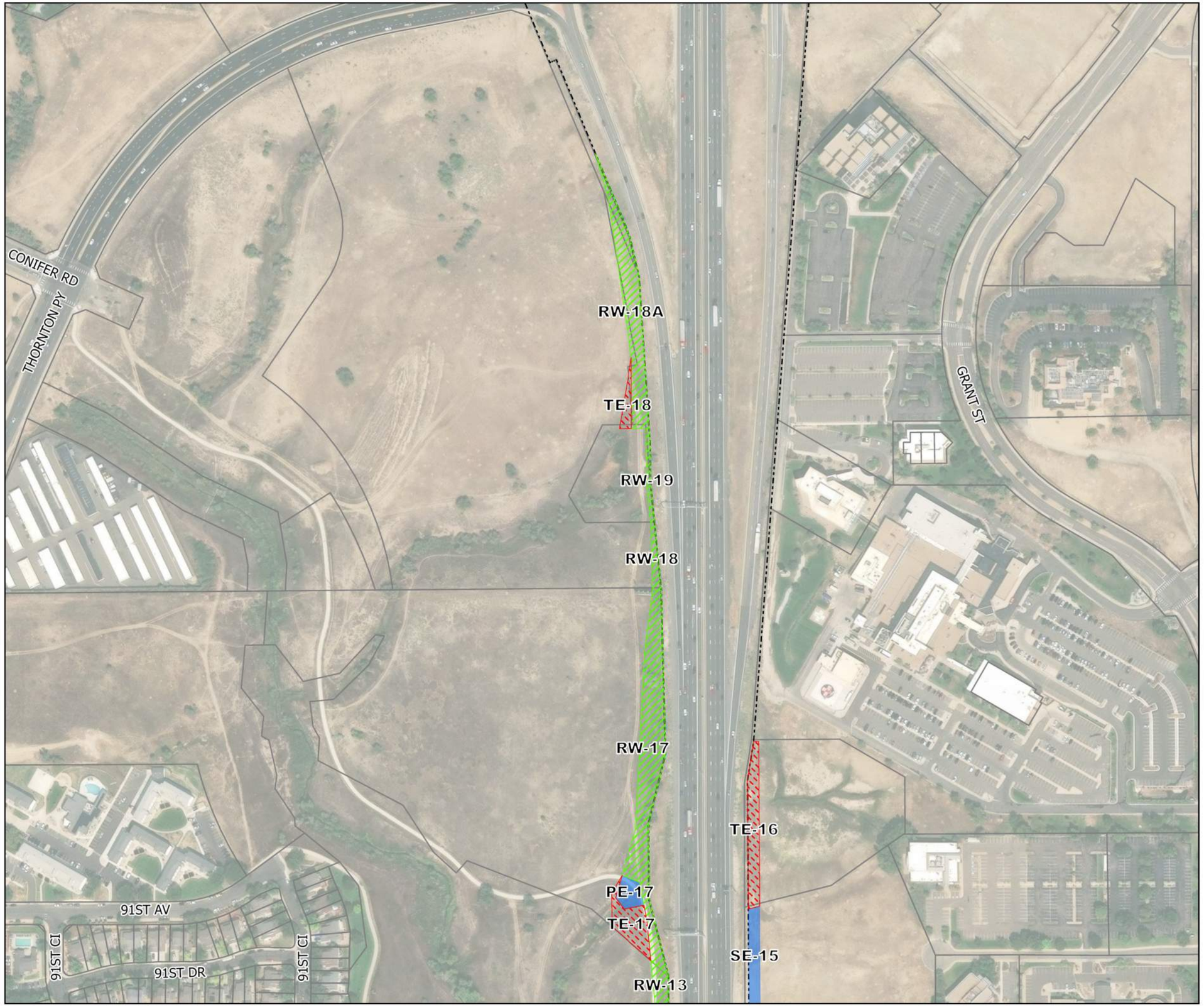
|---|---|

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# I-25 US 36 to 104th Avenue Project

Adams County, Colorado

## *Right-of-Way Limits*

## *Page 6 of 11*

Map Extent: Adams County, Colorado

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# I-25 US 36 to 104th Avenue Project

Adams County, Colorado

## *Right-of-Way Limits*

## *Page 7 of 11*

Map Extent: Adams County, Colorado

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|---|---|




N

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# I-25 US 36 to 104th Avenue Project

Adams County, Colorado

## *Right-of-Way Limits*

## *Page 8 of 11*

Map Extent: Adams County, Colorado

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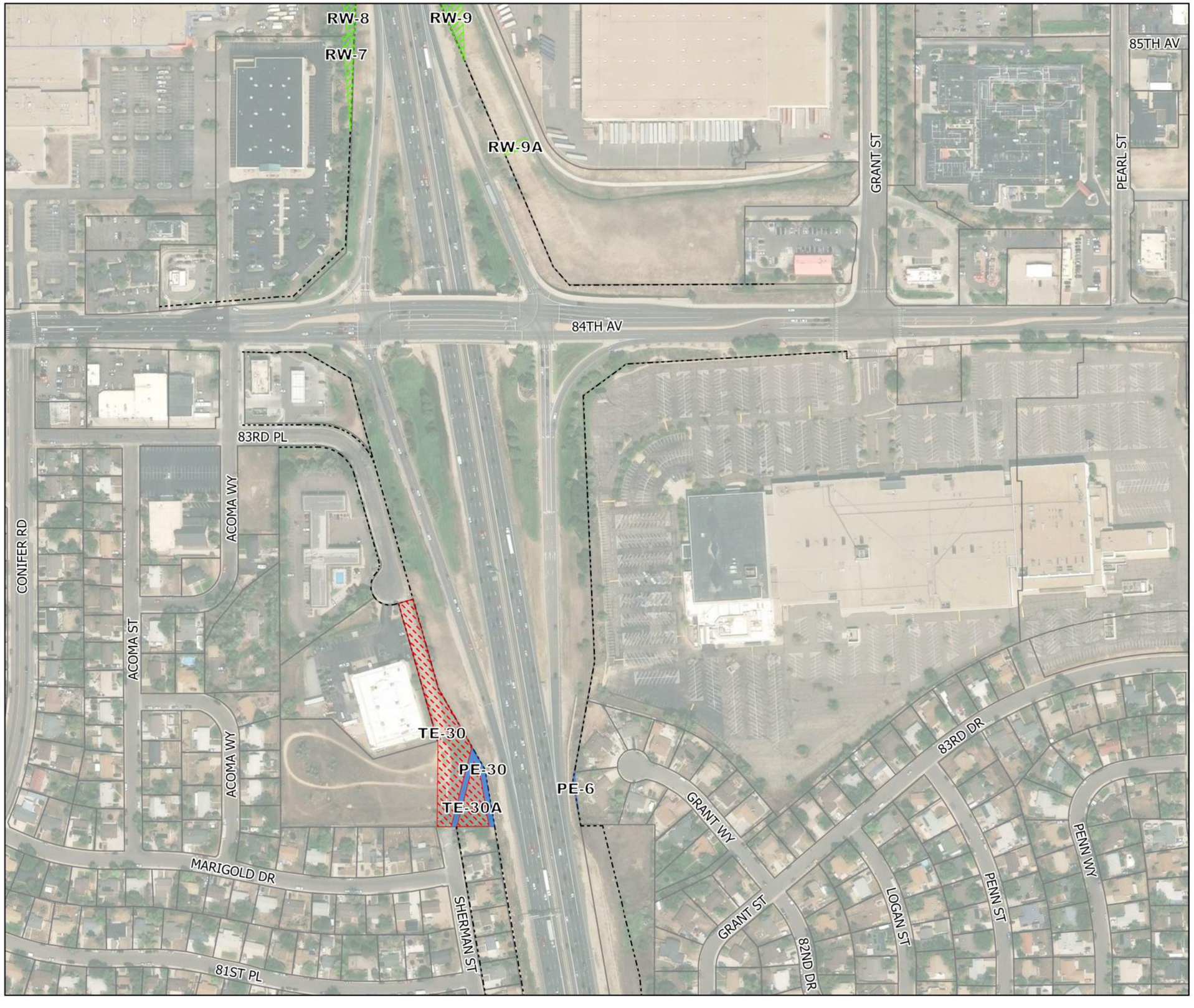


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# I-25 US 36 to 104th Avenue Project

Adams County, Colorado

## *Right-of-Way Limits*

## *Page 9 of 11*

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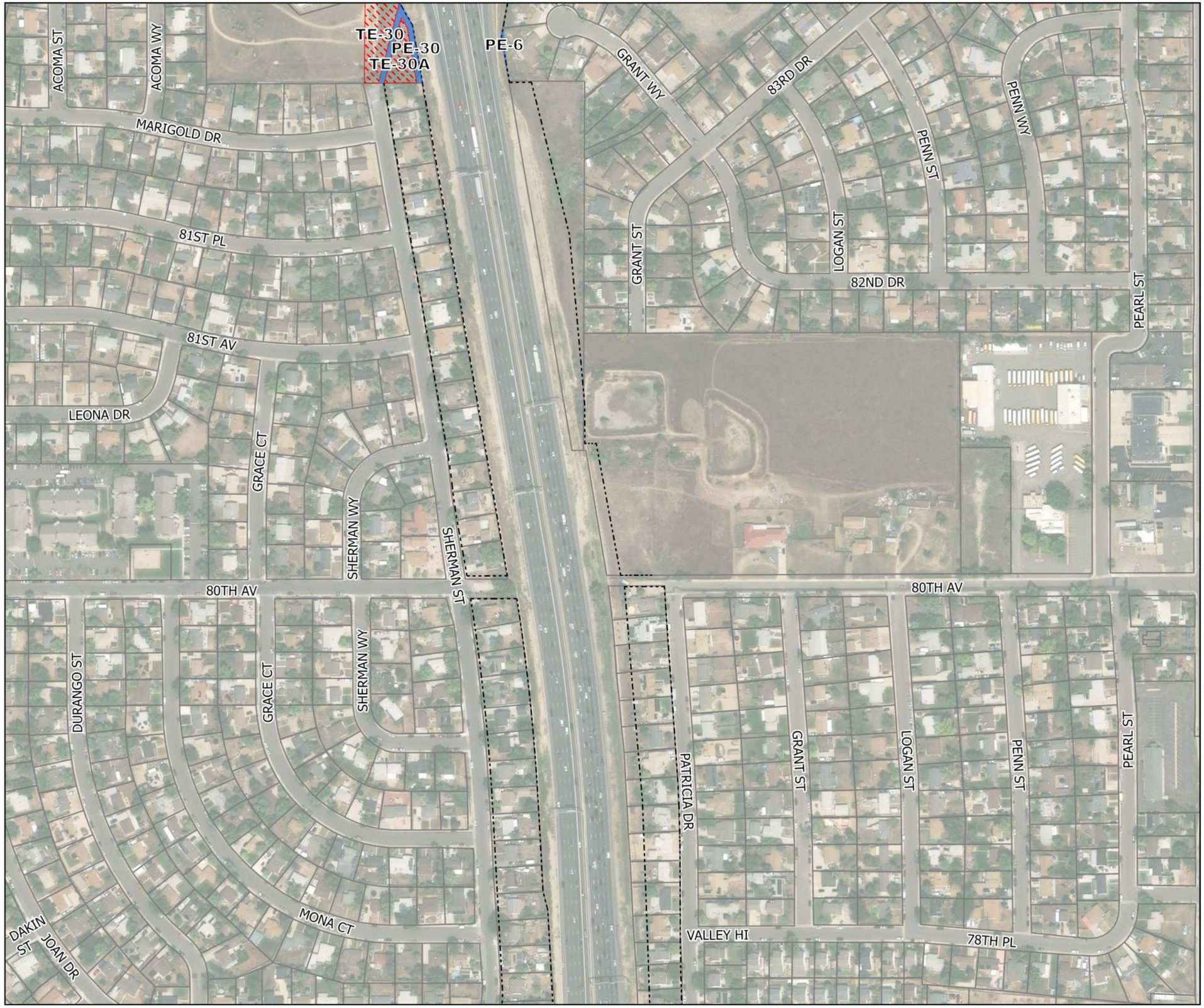


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# I-25 US 36 to 104th Avenue Project

Adams County, Colorado

## *Right-of-Way Limits*

## *Page 10 of 11*

Map Extent: Adams County, Colorado

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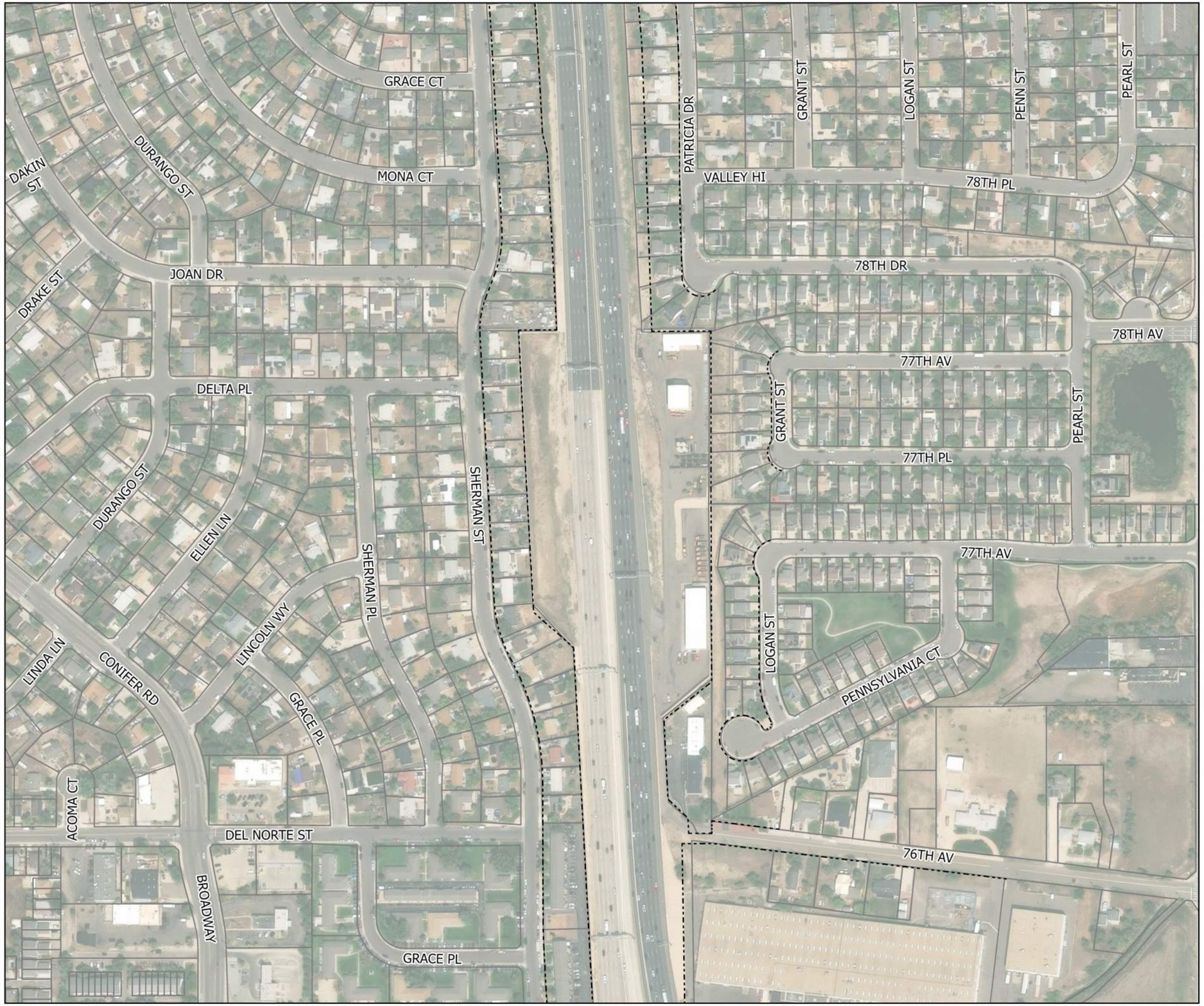


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# I-25 US 36 to 104th Avenue Project

Adams County, Colorado

## *Right-of-Way Limits*

## *Page 11 of 11*

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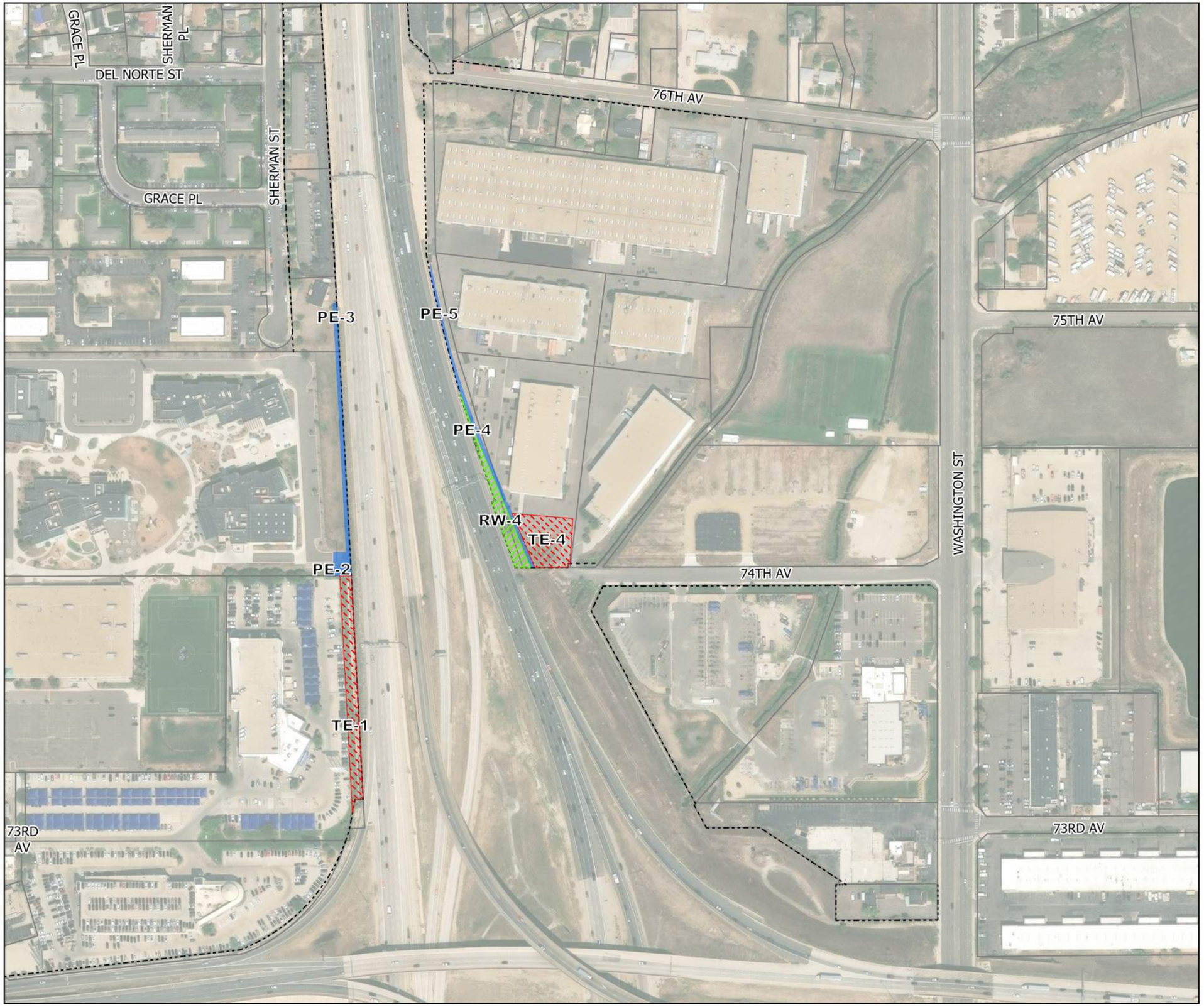


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