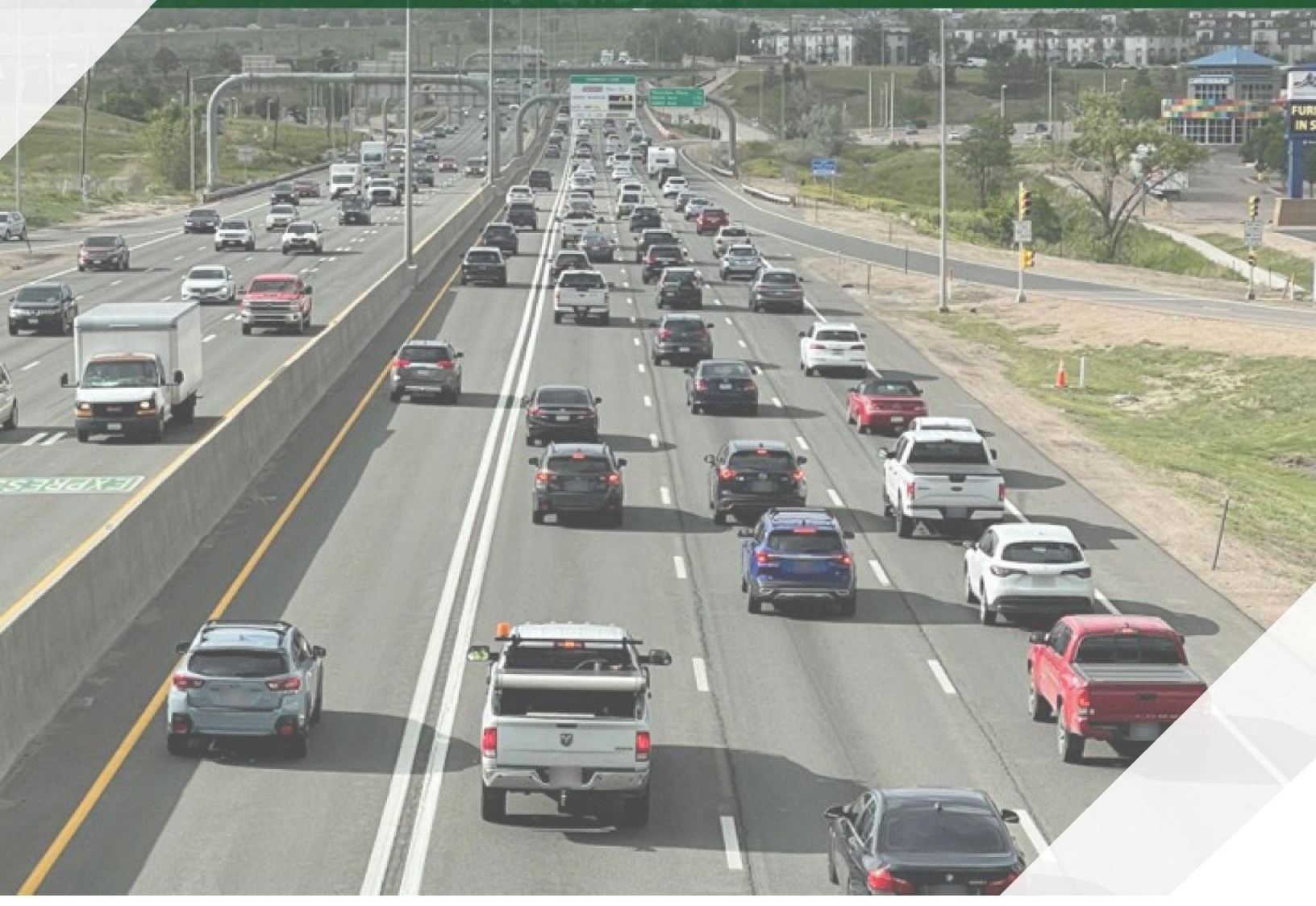
I-25 (US 36 to 104th Avenue)

Safety and Operations Improvements Project



State Community Analysis Technical Report

May 2026

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State Community Analysis Technical Report

May 27, 2026 - Version 4
Project Number: PM 0253-299
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Acronyms and Abbreviations

Acronym or Abbreviation	Full Name
ACS	American Community Survey
BG	Block Group
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEJST	Climate and Economic Justice Screening Tool
CFR	Code of Federal Regulations
CSA	Community Study Area
DI	Disproportionately Impacted
DOLA	Department of Local Affairs
DRCOG	Denver Regional Council of Governments
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
HB	House Bill
I-25	Interstate 25
LEP	Limited English Proficiency
NEPA	National Environmental Policy Act
NPL	National Priorities List
PM	Particulate Matter
PMP	Proximity to Risk Management Plan
RTD	Regional Transportation District
US 36	United States Highway 36

1.0 Introduction and Regulatory Context

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-76/I-270 interchange and 104th Avenue (Figure 1). This Community Analysis 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** (FHWA and CDOT, 2011), this project is undergoing new evaluation under the National Environmental Policy Act (NEPA).

In addition to federal NEPA requirements, the project is also subject to state requirements under Colorado Senate Bill 21-260 (SB21-260), The Sustainability of the Transportation System (2021), codified as Colorado Revised Statute (CRS) 43-1-128. Because the project qualifies as a Regionally Significant/Transportation Capacity (RS/TC) project under CDOT's 2022 guidelines (CDOT, 2022) and was not exempt from the requirements under CRS 43-1-128(5), CDOT prepared a separate analysis under CRS 43-1-128.

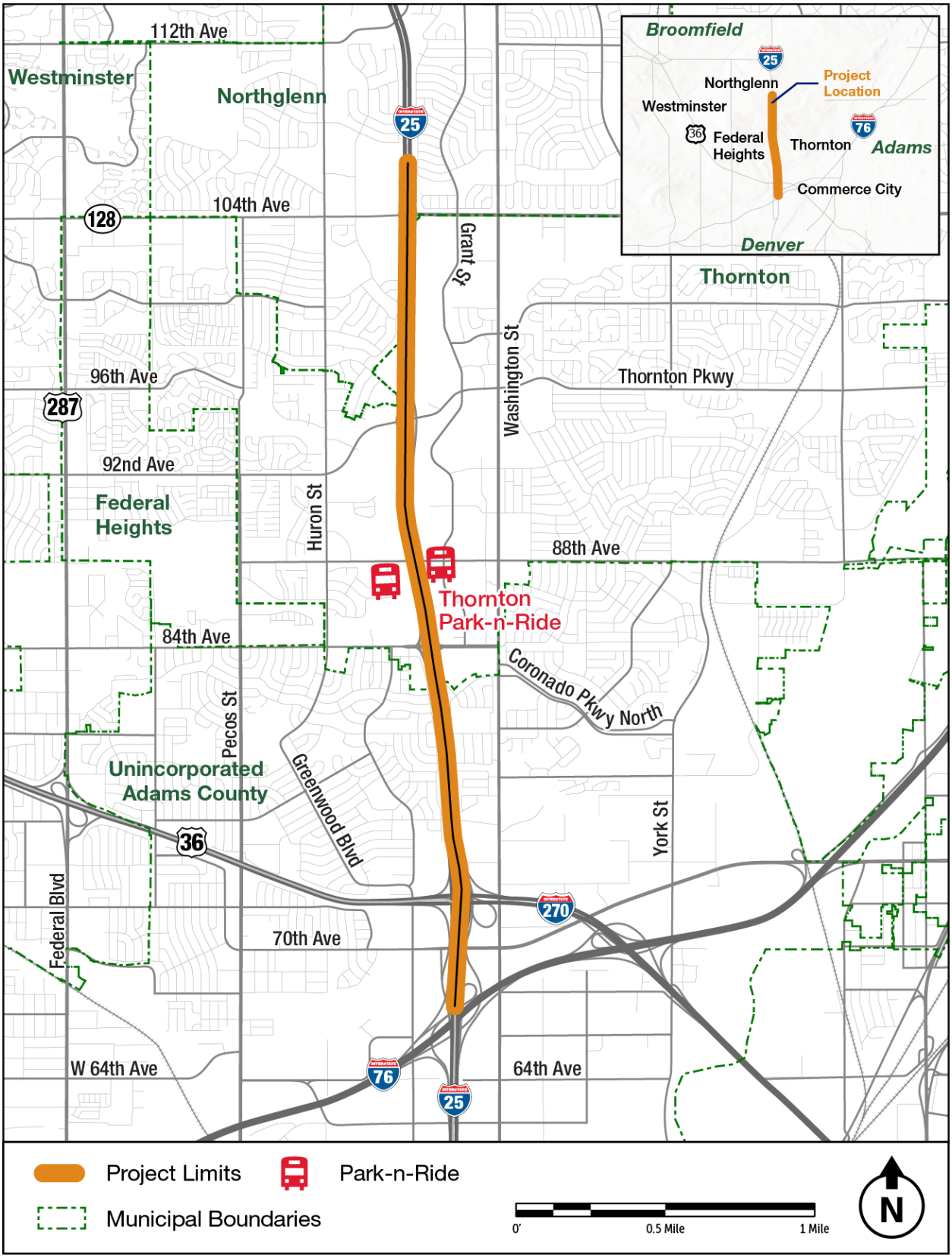
This Technical Report documents CDOT's compliance with CRS 43-1-128 with respect to Disproportionately Impacted (DI) Communities within the Community Study Area (CSA). It outlines the tools and data sources used to define the CSA and assess community characteristics and summarizes the enhanced engagement strategies developed in coordination with CDOT's Environmental Justice and Equity Branch.

Requirements under CRS 43-1-128 pertaining to air quality analysis and monitoring, and greenhouse gas emissions are addressed separately in the I-25 US 36 to 104th Avenue Air Quality Technical Report (CDOT, 2026b).

The following project information can be found in Attachment A (Project Information), which is an excerpt from the Environmental Assessment:

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

Figure 1. Project Limits



2.0 Approach and Data Sources

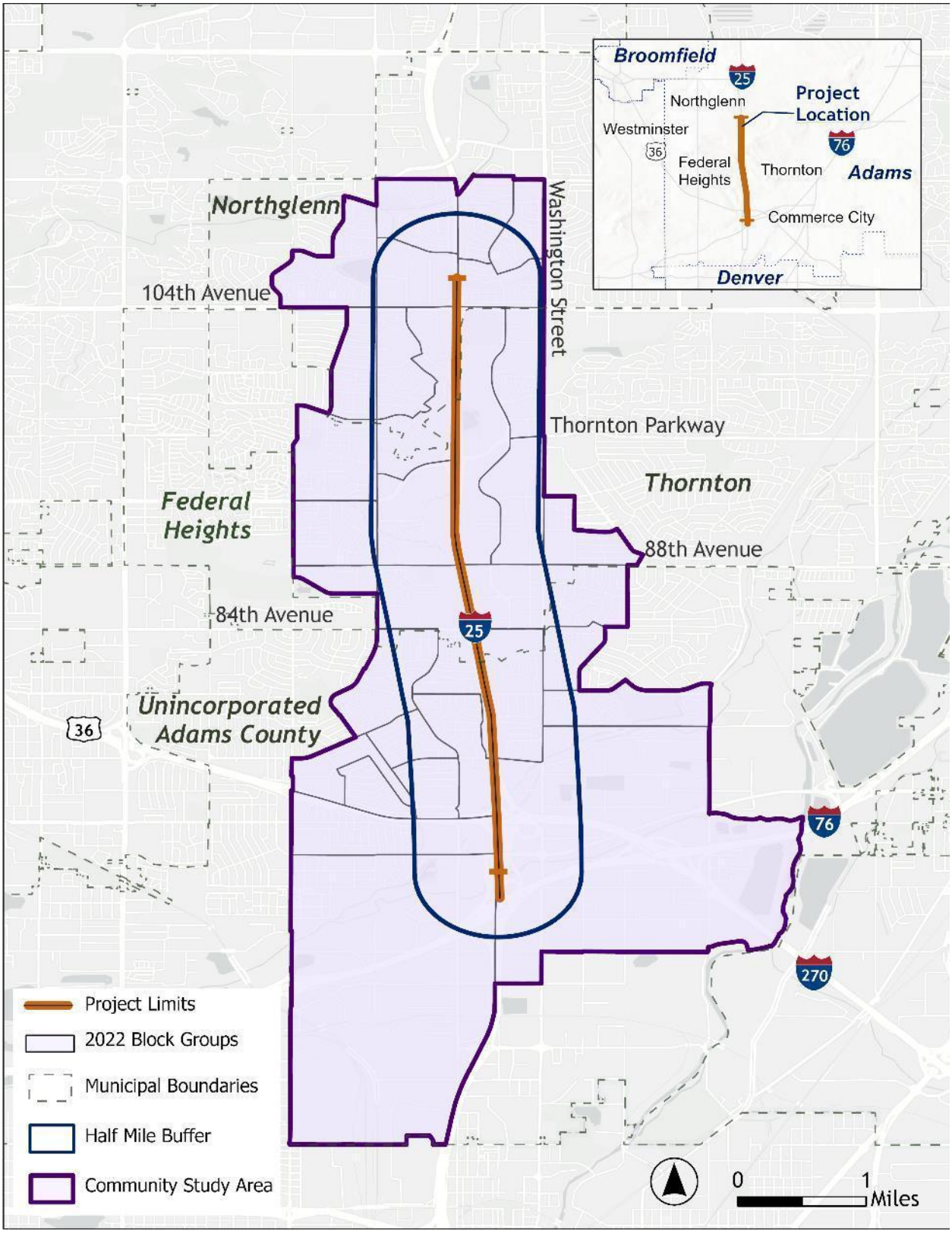
The approach and data used to define the CSA and identify DI Communities follow guidance in CDOT's NEPA Manual (CDOT, 2024). This analysis relies primarily on demographic data from the US Census Bureau's American Community Survey (ACS) 2018-2022 5-Year Estimates.[1]

2.1 Community Study Area

The CSA (Figure 2) includes Census block groups (BGs) located in Denver, unincorporated Adams County, the City of Thornton, and the City of Northglenn, that intersect a 0.5-mile buffer around the project limits that could be affected by the proposed improvements. BGs—typically containing 600 to 3,000 people—are the smallest geographic entity for which 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. To maintain consistency, only entire Census BGs are included in the CSA, resulting in an irregularly shaped area rather than a uniform buffer.

[1] The 2018-2022 ACS estimates align with the dataset used in the current version of EnviroScreen.

Figure 2. Community Study Area



2.2 DI Community Definition

Following adoption of CRS 43-1-128 and the Environmental Justice Act (House Bill (HB) 21-1266), the Colorado General Assembly established the Environmental Justice Action Task Force to recommend a consistent definition of a DI Community. The legislature adopted this recommendation through HB 23-1233, **Electric Vehicle Charging and Parking Requirements**, which standardized the definition now used by all state agencies.

Under HB 23-1233, DI Communities include:

- **Low-income communities:** Census BGs where more than 40% of households are at or below 200% of the federal poverty line.
- **Communities of color:** Census BGs where more than 40% of the population identify as anything other than non-Hispanic White.
- **Housing cost-burdened communities**: Census BGs where more than 50% of households spend more than 30% of their income on housing costs like rent or mortgage payments.
- **Linguistically isolated communities**: Census BGs where more than 20% of the population live in households where all adults speak a language other than English and speak English less than very well.
- **Historically marginalized communities**: Communities with a history of environmental racism created through redlining or anti-Black, anti-Hispanic, anti-immigrant, or anti-Indigenous laws, policies, or practices that continue to experience present-day environmental health disparities.
- **Cumulatively impacted communities**: Communities where multiple factors, including socioeconomic stressors, vulnerable populations, disproportionate environmental burdens, vulnerability to environmental degradation or climate change, and lack of public participation may act cumulatively to affect health and the environment and may contribute to persistent environmental health disparities. Cumulatively impacted communities can be presumptively identified in one of two ways:
  - They are in a Census BG with a Colorado EnviroScreen score[2] above the 80th percentile; or,
  - They are in a Census tract that was identified as disadvantaged in the former Council on Environmental Quality's Climate and Economic Justice Screening Tool (CEJST).[3]
- **Tribal lands:** The Southern Ute and Ute Mountain Ute Reservations.
- **Mobile Home Communities:** Areas that meet the Colorado Department of Local Affairs' (DOLA) definition of a Mobile Home Park.[4]

[2] EnviroScreen is an environmental justice mapping tool that uses population and environmental factors to calculate an EnviroScreen Score. A higher EnviroScreen Score means the area is more likely to be affected by environmental inequities. The tool includes scores for each county, Census tract, and Census BG in Colorado.
[3] CEJST is no longer available or suggested for use by the U.S. Council on Environmental Quality. However, the data were incorporated into the Colorado Department of Public Health and Environment's EnviroScreen and continue to be used as one metric for identifying DI Communities.
[4] DOLA defines a mobile home park as a property that is used for the continuous accommodation of more than five occupied mobile homes.

Under HB 23-1233, a BG qualifies as a DI Community if it meets or exceeds the established threshold in one or more categories.

The Colorado Department of Public Health and Environment (CDPHE) EnviroScreen Tool serves as the primary data source for identifying DI Communities under these definitions. This tool compiles socioeconomic and environmental data to evaluate community vulnerability and disproportionate impacts. It was used in this analysis to determine the DI Community status of Census BGs within the CSA.

2.3 Identification and Characterization of DI Communities within the CSA

As shown in Figure 3, 30 of the 31 BGs within the CSA meet the statutory definition of a DI Community. Table 1 presents detailed EnviroScreen results for each BG. None of the BGs within the CSA fall under tribal jurisdiction.

Figure 3. DI Communities

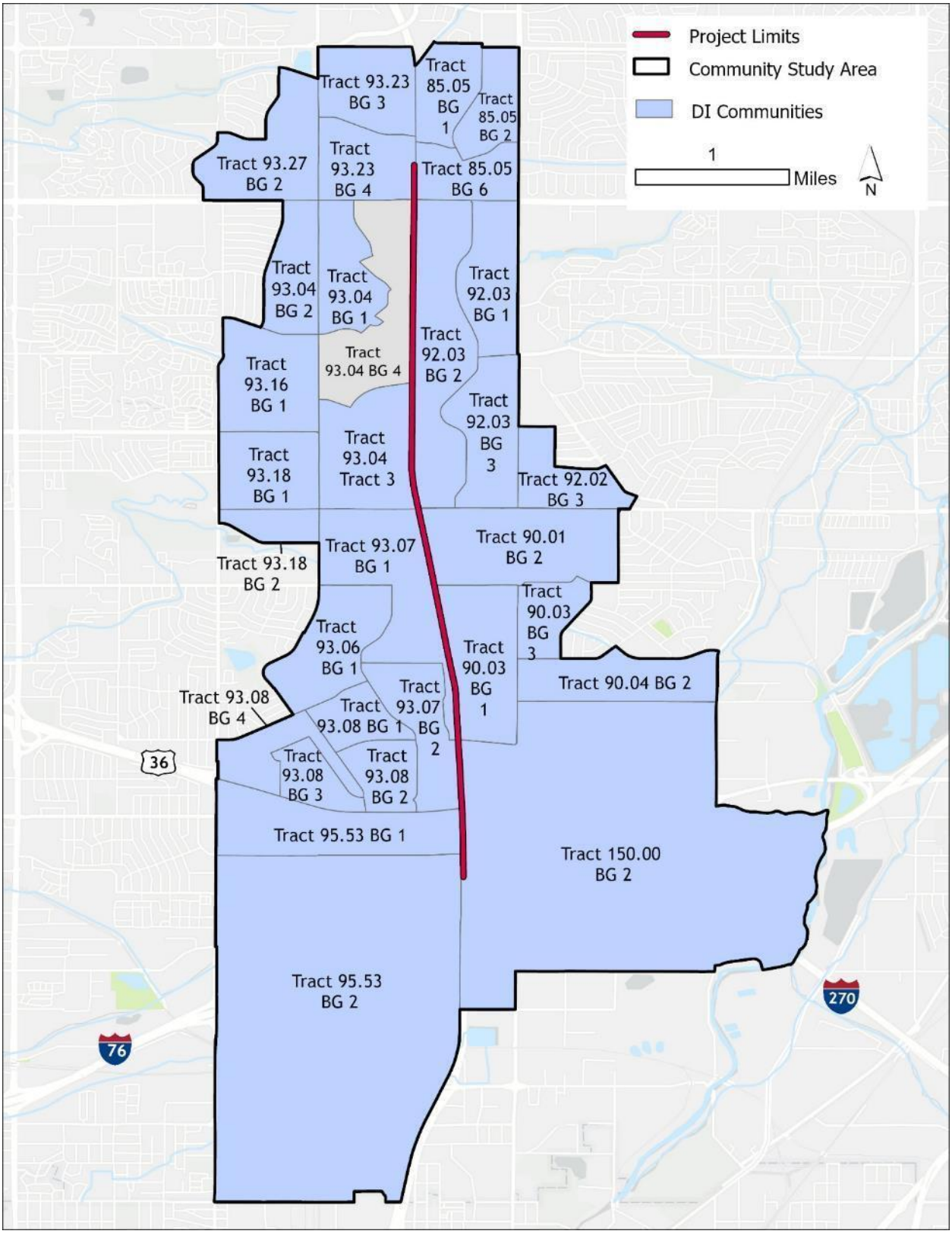


Table 1. DI Communities and EnviroScreen Scores by Census Block Group

Census Geography	People of Color	Low Income	Linguistically Isolated	Housing Burdened	EnviroScreen Score (Percentile)	CEJST Disadvantaged Census Tract[1]	Mobile Home Community	DI Community
Tract 85.05, Block Group 1	Yes (56.8%)	No (7.8%)	No (0.0%)	No (32.3%)	Yes 85%	No	No	Yes
Tract 85.05, Block Group 2	Yes (46.7%)	No (17.2%)	No (6.5%)	No (21.2%)	No 75%	No	No	Yes
Tract 85.05, Block Group 6	Yes (63.7%)	No (21.4%)	No (0.0%)	No (21.0%)	Yes 89%	No	No	Yes
Tract 90.01, Block Group 2	Yes (59.3%)	Yes (45.1%	No (2.4%)	No (47.0%)	Yes 95%	No	No	Yes
Tract 90.03, Block Group 1	Yes (69.4%)	No (15.8%)	No (11.6%)	No (41.9%)	Yes 92%	No	No	Yes
Tract 90.03, Block Group 3	Yes (59.7%)	No (31.8%)	No (4.1%)	No (25.1%)	Yes 92%	No	No	Yes
Tract 90.04, Block Group 2	Yes (85.2%)	No (25.8%)	No (13.2%)	No (44.9%)	Yes 86%	No	No	Yes
Tract 92.02, Block Group 3	Yes (78.0%)	No (15.7%	No (5.5%)	No (42.2%)	Yes 94%	Yes	No	Yes
Tract 92.03, Block Group 1	Yes (63.5%)	No (37.9%	No (2.4%)	Yes (55.9%)	Yes 90%	Yes	No	Yes
Tract 92.03, Block Group 2	Yes (83.8%)	No (25.2%)	No (12.2%)	No (38.0%)	Yes 91%	Yes	No	Yes
Tract 92.03, Block Group 3	Yes (75.4%)	No (33.4%)	No (11.2%)	No (48.9%)	Yes 85%	Yes	No	Yes
Tract 93.04, Block Group 1	Yes (49.3%)	No (36.3%)	No (7.7%)	Yes (59.1%)	Yes 87%	No	No	Yes
Tract 93.04, Block Group 2	Yes (45.5%)	No (21.9%)	No (7.7%)	No (48.7%)	Yes 89%	No	No	Yes
Tract 93.04, Block Group 3	Yes (64.8%)	Yes (62.0%)	No (0.0%)	Yes (85.4%)	Yes 87%	No	No	Yes
Tract 93.04, Block Group 4	No (35.2%)	No (2.5%)	No (0.0%)	No (15.6%)	No 70%	No	No	No
Tract 93.06, Block Group 1	Yes (67.8%)	No (26.5%)	No (5.5%)	No (49.5%)	Yes 90%	No	No	Yes
Tract 93.07, Block Group 1	Yes (66.3%)	No (35.2%)	No (5.1%)	No (35.3%)	Yes 94%	No	No	Yes
Tract 93.07, Block Group 2	Yes (70.9%)	No (21.5%)	No (3.6%)	No (42.6%)	Yes 97%	No	No	Yes
Tract 93.08, Block Group 1	Yes (58.7%)	Yes (45.8%)	No (0.0%)	No (27.3%)	Yes 93%	No	No	Yes

Census Geography	People of Color	Low Income	Linguistically Isolated	Housing Burdened	EnviroScreen Score (Percentile)	CEJST Disadvantaged Census Tract[1]	Mobile Home Community	DI Community
Tract 93.08, Block Group 2	Yes (62.4%)	No (11.5%)	No (0.0%)	No (32.5%)	Yes 92%	No	No	Yes
Tract 93.08, Block Group 3	Yes (42.8%)	No (21.0%)	No (0.0%)	No (31.6%)	Yes 92%	No	No	Yes
Tract 93.08, Block Group 4	Yes (60.6%	Yes (45.9%	No (0.0%)	No (49.9%)	Yes 97%	No	No	Yes
Tract 93.16 Block Group 1	Yes (59.0%)	No (33.1%)	No (4.1%)	No (31.6%)	Yes 93%	Yes	Yes	Yes
Tract 93.18 Block Group 1	Yes (56.7%)	Yes (63.2%)	No (1.7%)	No (47.5%)	Yes 87%	Yes	Yes	Yes
Tract 93.18 Block Group 2	Yes (81.5%)	No (31.0%)	No (6.5%)	No (36.9%)	Yes 93%	Yes	No	Yes
Tract 93.23 Block Group 3	Yes (47.0%)	No (4.2%)	No (0.0%)	No (24.2%)	No 75%	No	No	Yes
Tract 93.23 Block Group 4	Yes (52.6%)	No (39.0%)	Yes (38.3%)	No (48.1%)	Yes 90%	No	No	Yes
Tract 93.27 Block Group 2	No (26.1%)	No (19.5%)	No (0.0%)	No (33.6%)	Yes 82%	No	No	Yes
Tract 95.53 Block Group 1	Yes (63.9%)	Yes (45.8%)	No (7.5%)	No (36.9%)	Yes 96%	Yes	No	Yes
Tract 95.53 Block Group 2	Yes (59.4%)	No (26.2%)	No (2.5%)	No (25.5%)	Yes 90%	Yes	No	Yes
Tract 150 Block Group 2	No (33.7%)	Yes (45.4%)	No (0.0%)	Yes (50.5%)	Yes 99%	Yes	Yes	Yes

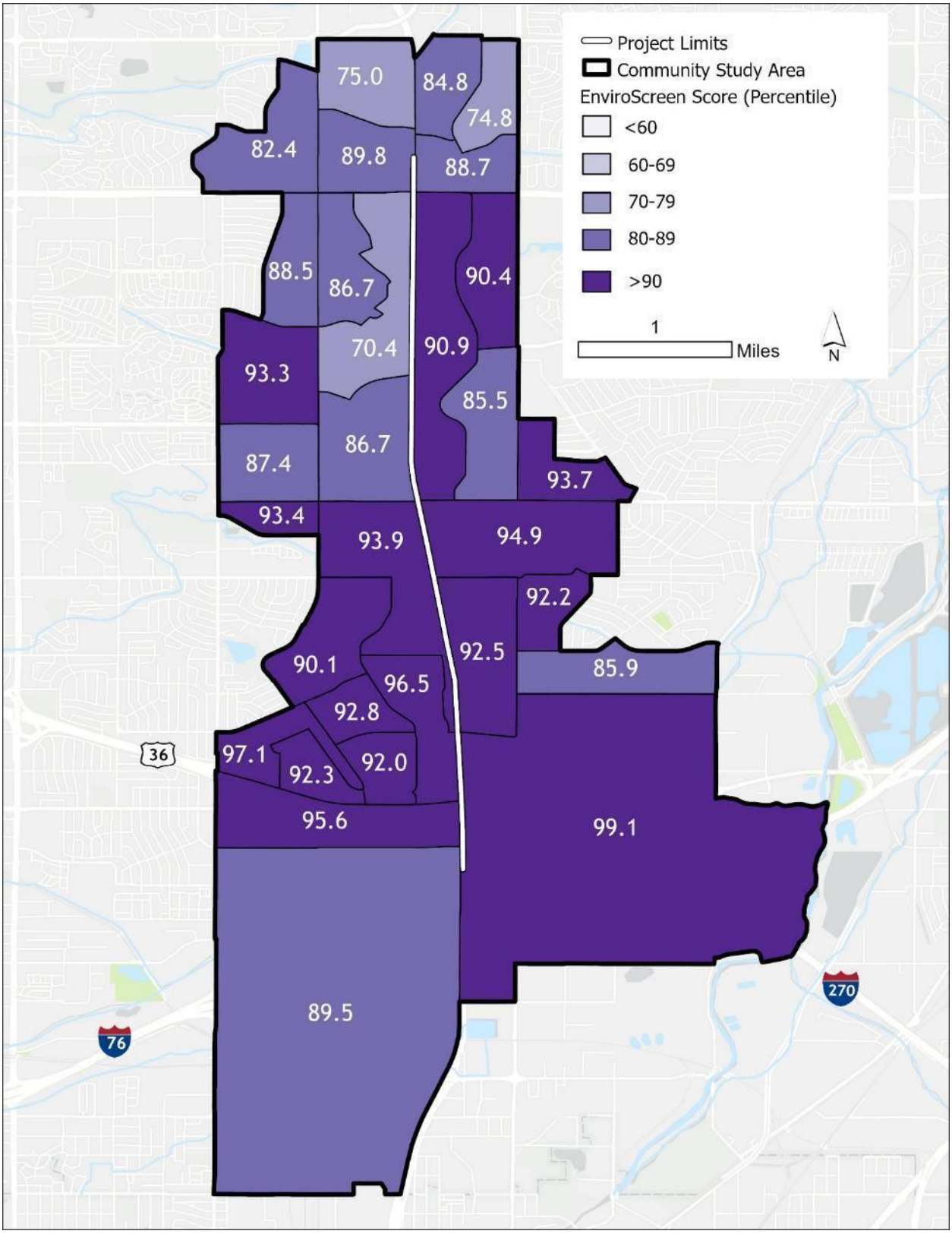
[1] CEJST is no longer maintained or recommended for use by the U.S. Council on Environmental Quality. However, data from this tool was integrated into CDPHE's EnviroScreen, where it continues to serve as one of several metrics used to identify DI Communities.

Source: CDPHE, 2024.

3.0 Environmental Burdens

Figure 4 presents the EnviroScreen scores (expressed as percentiles) for all BGs within the CSA. Each percentile indicates the proportion of Colorado's Census BGs with lower scores than the area shown. For example, a BG with an EnviroScreen score of 99 experiences greater cumulative environmental and health burdens than 99% of all BGs in the state. Scores above 80 indicate cumulatively impacted communities, and nearly all the BGs in the CSA exceed this threshold (see Table 1).

Figure 4. EnviroScreen Scores (Percentiles)



Source: CDPHE, 2024.

The environmental burdens contributing to these high cumulative scores include:

- Environmental exposures, which refer to direct contact with harmful pollutants (such as air pollution, noise, and drinking water contaminants) that can negatively affect human health. Several indicators demonstrate elevated levels of exposure for the disproportionately impacted BGs when compared to BGs statewide. In particular:
  - Emissions of air toxics range from the 25th to 97th percentile when compared to BGs statewide, with 6 BGs at or above the 90th percentile. These emissions include various hazardous air pollutants that may cause serious health effects.
  - Exposure to fine particulate matter emissions (PM2.5) in the CSA BGs ranges from the 86th to 94th percentile compared to BGs statewide, with 18 BGs at or above the 90th percentile. PM2.5 refers to tiny inhalable particles less than 2.5 microns in diameter that can enter the lungs and bloodstream, contributing to respiratory and cardiovascular issues.
  - Noise exposure ranges from the 53rd to 84th percentile, with 6 BGs at or above the 80th percentile. Elevated noise levels, often from highways, railroads, and industrial activities, can contribute to stress, sleep disruption, and adverse cardiovascular outcomes.
- Environmental effects, which represent indirect risks that arise from living near contaminated or degraded environments, such as proximity to hazardous waste facilities, brownfields, or impaired water bodies. Even without direct exposure, these conditions can contribute to long-term environmental and public health issues. In particular:
  - Proximity to hazardous waste facilities ranges from the 54th to 99th percentile compared to BGs statewide, with 4 BGs at or above the 90th percentile. These sites may release pollutants that contaminate soil, water, or air and pose persistent risks to nearby communities.
  - Proximity to Risk Management Plan (RMP) sites ranges from the 60th to 97th percentile compared to BGs statewide, with 6 BGs at or above the 90th percentile. RMP sites are facilities that handle large quantities of hazardous chemicals and are required to submit safety and emergency response plans to the U.S. Environmental Protection Agency (EPA) to prevent chemical accidents.
  - Proximity to National Priorities List (NPL) sites ranges from the 59th to 87th percentile compared to BGs statewide, with 10 BGs at or above the 80th percentile. NPL sites are hazardous waste locations identified by the EPA for long-term cleanup under the Superfund program because they pose a significant risk to human health or the environment.

The **I-25 from US 36 to 104th Avenue Socioeconomic Resources Technical Report** (CDOT, 2026b) evaluates how the project alternatives may affect social and economic resources. Topics include:

- Community character and cohesion
- Safety
- Property acquisitions and easements
- Mobility and traffic

Given the presence of DI Communities through most of the CSA, in compliance with CRS 43-1-128, the project team implemented an engagement strategy to promote transparency, participation, and community confidence in the project's planning process.

4.0 Engagement Summary

CDOT conducted a comprehensive public involvement program throughout 2024 and 2025 that included public meetings, online surveys, festival and pop-up outreach, targeted business engagement, email and social media communication, and direct coordination with affected property and business owners.

4.1 Public Scoping Meeting / Open House #1 (July 24, 2024)

CDOT held the first public scoping meeting and open house on July 24, 2024 at the Northglenn Recreation Center to introduce the project and gather public feedback. Approximately 33 community members attended, engaging directly with staff, reviewing display boards, and asking questions about the corridor. Materials were provided in English, Spanish, and Vietnamese, and Spanish translators were available for attendees. The event was promoted through postcard mailers, a MailChimp announcement and reminder email, and a CDOT Facebook post, which helped ensure that corridor residents, commuters, and business owners were aware of the opportunity to participate.

4.2 2024 Public Survey (August-October 2024)

CDOT released a public online survey following the July open house to better understand travel patterns, concerns, and priorities. The survey was distributed through social media, festival outreach, the project website, and flyers at the Thornton Park-n-Ride, resulting in 372 completed surveys. Respondents overwhelmingly indicated safety and congestion as their highest priorities, with more than 90% identifying smoother traffic flow as a top need and over 80% identifying safety improvements as high priority.

4.3 Community Festivals and Pop-Up Events

CDOT participated in numerous community festivals and pop-up events to engage residents who may not attend formal public meetings and to reach a broad cross-section of corridor users. These events offered opportunities for one-on-one conversations, distribution of multilingual project materials, and collection of survey responses. These events included:

- Thornton Fest – June 1, 2024 and June 7, 2025
- Adams County Fair - August 3, 2024
- Thornton Harvest Fest - October 5, 2024
- Northglenn Recreation Center pop-up - October 16, 2024
- Thornton Harvest Fest - October 4, 2025

4.4 Public Meeting #2 (October 22, 2025)

CDOT hosted a second public meeting on October 22, 2025 to present updates and share details of the Proposed Action. The meeting was widely promoted, including three project newsletter announcements, a two-part social media campaign that reached more than 26,000 users, a media release that generated an estimated reach of more than one million people,

and advertisements in the *Commerce City Sentinel*. At the meeting, attendees reviewed updated boards and fact sheets and were invited to complete a new online survey to provide input on design refinements and potential impacts. In an effort to directly notify and reach out to community members that lived and worked within the CSA, 7,817 postcards were mailed to residents and businesses, notifying them about the public meeting and survey opportunity. As a result of these efforts, 172 survey responses were received by the end of 2025.

4.5 2025 Transit-Focused Outreach at the Thornton Park-n-Ride (November 2025)

To gather feedback from transit-dependent community members, CDOT conducted focused outreach at the Thornton Park-n-Ride. On November 15, project and survey flyers were posted at RTD shelters, and staff spoke with riders waiting for the Route 120X. On November 19, CDOT's Region 1 Bicycle/Pedestrian/Transit liaison rode the 120X during the morning commute and interviewed riders at the station, documenting their travel needs and concerns.

4.6 Business Outreach

CDOT undertook door-to-door outreach to businesses along the corridor in July 2024, delivering flyers to 18 locations in Thornton and Northglenn. In December 2024, CDOT also conducted targeted minority-owned business outreach, visiting 21 businesses and completing seven email follow-ups with owners or managers. Businesses reported concerns about I-25 congestion affecting customers and employees, and noted safety issues for commuters. In 2025, CDOT expanded this outreach by distributing project information to 32 additional corridor businesses and coordinating flyer distribution with the Colorado Hispanic Chamber of Commerce, strengthening engagement with Hispanic-owned businesses. In June 2025, project staff additionally met with adjacent property owners from Window World and a minority-owned business, CoCal Landscaping. These meetings were utilized to discuss potential impacts and provide project exhibits. As a result of the feedback received during this meeting, the project team refined the design so that ROW acquisition from CoCal Landscaping is no longer a part of the Proposed Action.

4.7 Stakeholder and Elected Official Outreach

Beginning in late 2024, CDOT completed additional stakeholder and elected official outreach activities to introduce and coordinate on the proposed removal of the slip ramps. This outreach included discussions with RTD leadership and elected officials, as well as providing informational presentations on slip ramps to the North Area Transportation Alliance in January 2025, a project briefing to State Senator Kyle Mullica and Commissioner Kathy Henson on March 28, 2025, another briefing to Senator Mullica and Representative Phillips on September 5, 2025, and presented project updates (including slip ramp changes) at the Thornton City Council on April 15, 2025. CDOT also held a June 2025 stakeholder meeting, an Intelligent Transportation Systems stakeholder meeting on June 30, 2025, a broader project update meeting on September 23, 2025, and an Adams County Study Session on November 12, 2025.

4.8 Outreach to DI Populations

CDOT took steps to ensure that DI populations (including minority, low-income, LEP, and transit-dependent community members) had accessible opportunities to participate. Project materials were provided in English, Spanish, and Vietnamese, and translators were available at major public events. Surveys were offered in all three languages. CDOT also conducted focused outreach to transit users by posting flyers and engaging riders at the Thornton Park-n-Ride and on board the Route 120X.

5.0 How Public Input Informed the Project

In the feedback received, community members consistently prioritized safety, congestion relief, and smoother traffic operations. Many voiced support for the proposed lane additions, improved merging conditions, and better bicycle and pedestrian connectivity, particularly at the 88th Avenue bridge. One way that CDOT incorporated these priorities was by retaining bike and pedestrian facility improvements on the 88th Avenue bridge.

Feedback from businesses and property owners shaped refinements to access, driveway configurations, temporary easements, and construction staging. Transit user feedback helped guide CDOT's evaluation of a proposed median transit station, which was ultimately not advanced due to low ridership and lack of committed funding for operating costs.

6.0 References

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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.

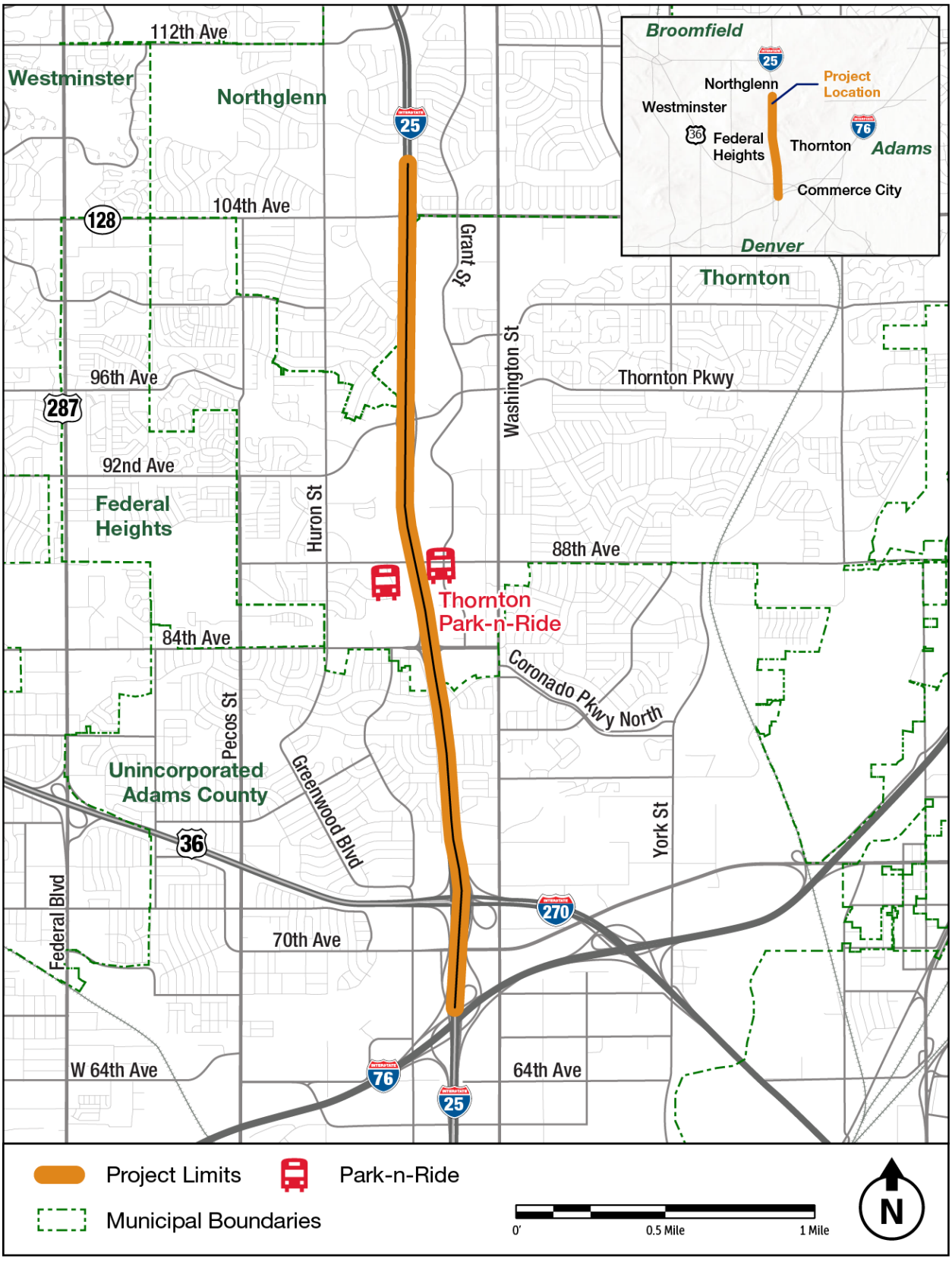
Study Area

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

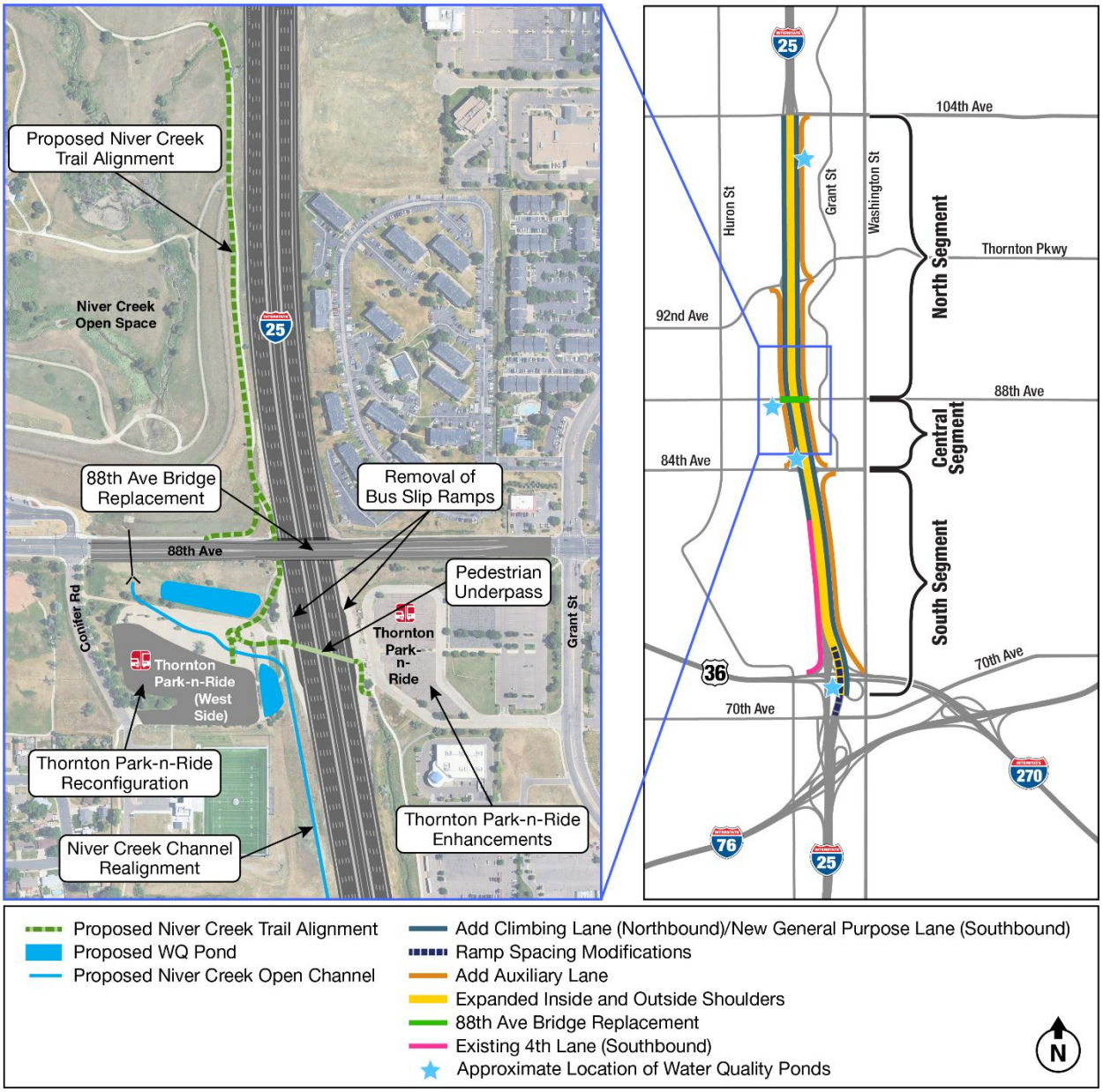


Figure 3. Proposed Improvements to I-270 Exit to NB I-25

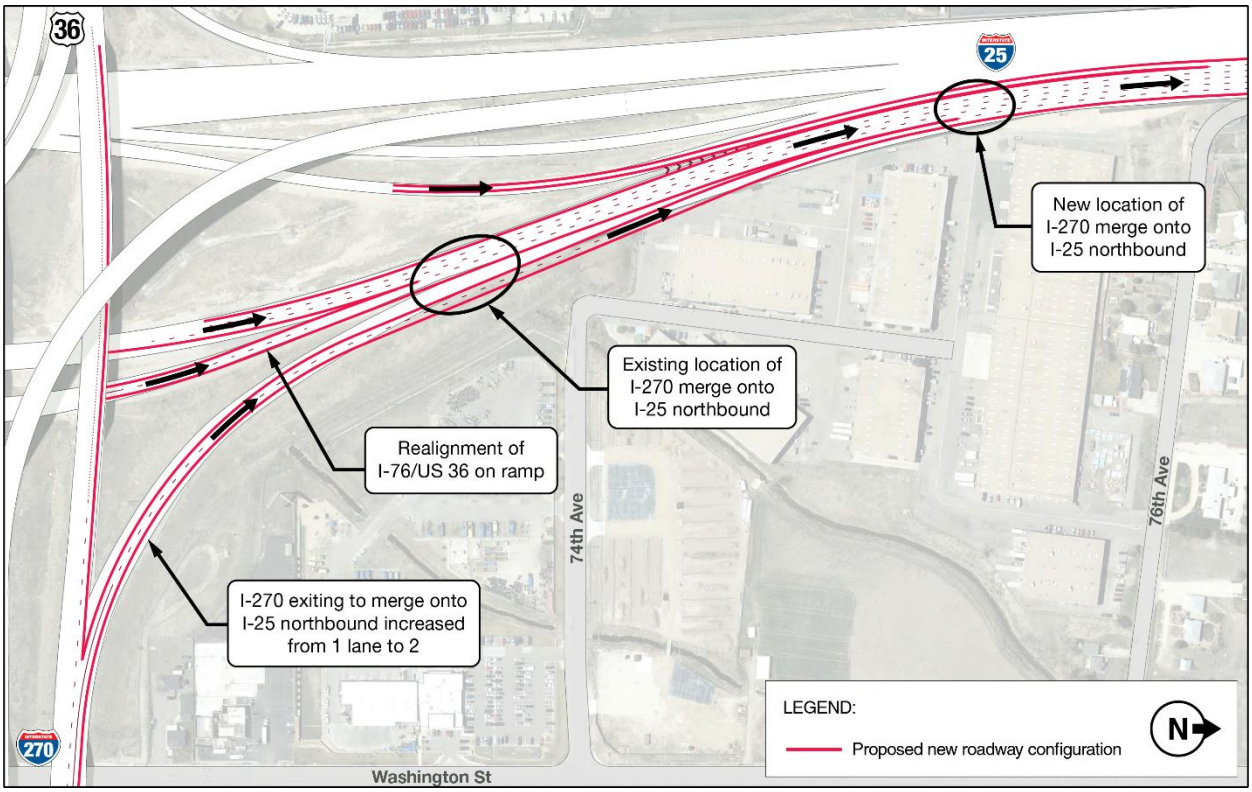


Figure 4. Proposed Realignment of Niver Creek Trail

